

SCS ENGINEERS

September 16, 2005
File No. 04205026.00

Mr. Gene Payne
Broadreach Capital Partners
248 Homer Avenue
Palo Alto, CA 94301

Subject: Phase I Environmental Site Assessment for Dodge of Bellevue Property, 126 through 316 116th Avenue NE, Bellevue, WA

Dear Mr. Payne:

Enclosed is one Phase I Environmental Site Assessment (ESA) report for the subject property located at 126 through 316 116th Avenue NE, Bellevue, WA. An electronic version is provided on the enclosed CD. The ESA was prepared by Brian Doan and Greg Helland and senior review was provided by Greg Helland, in general accordance with ASTM Standard E 1527-00 for environmental assessments, and SCS Engineers' proposal dated August 17th, 2005. You authorized us to proceed with this work on August 18th, 2005.

SCS Engineers appreciates the opportunity to provide environmental consulting services to Broadreach Capital Partners. Please contact either of the two undersigned should you have any questions.

Sincerely,



Brian G. Doan
Project Scientist
SCS ENGINEERS



Gregory D. Helland, P.G.
Project Director
SCS ENGINEERS

Enclosures

cc: Steve Kramer, KG Investment Management

**Phase I Environmental Site Assessment
Report**

**Dodge of Bellevue Property
126 through 316 116th Avenue NE
Bellevue, WA 98004**

Prepared by:

SCS ENGINEERS

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Standard:

ASTM E 1527-00

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DISCLAIMER

This report has been prepared for Broadreach Capital Partners with specific application to an environmental site assessment for the Dodge of Bellevue property, located at 126 through 316 116th Avenue NE, Bellevue, WA. This report has been prepared in accordance with the care and skill generally exercised by reputable professionals, under similar circumstances, at this or similar localities. No other warranty, either express or implied, is made as to the professional advice presented herein. No other party, known or unknown to SCS Engineers, is intended as a beneficiary of this work product, its content or information embedded herein. Third parties use this report at their own risk. SCS Engineers assumes no responsibility for the accuracy of information obtained from, compiled, or provided by third-party sources such as regulatory agency listings.

User Reliance

This reliance statement is written with respect to a Phase I Environmental Site Assessment conducted at the subject property located at 126 through 316 116th Avenue NE, Bellevue, WA (the "Property"). SCS Engineers has been retained by Broadreach Capital Partners to provide a Phase I Environmental Site Assessment Report (the "Report") on the Property. Please be advised that Broadreach Capital Partners can rely on the Report entitled Phase I Environmental Site Assessment, Dodge of Bellevue Property, 126 through 316 116th Avenue NE, Bellevue, WA, subject to the limitations, pursuant to SCS Engineers' contract dated August 18th, 2005.

SUMMARY

SCS Engineers performed a Phase I Environmental Site Assessment (ESA) of the property known as the Dodge of Bellevue property, located at 126 through 316 116th Avenue NE, Bellevue, WA, hereafter referred to as the subject property. The purpose of the investigation was to evaluate the potential presence of hazardous materials, substances, waste and recognized environmental conditions. In addition, this investigation was performed in order to evaluate the potential for such materials to have migrated onto the subject property from adjacent or nearby properties. The investigation included a limited inspection of the subject property, the exterior of adjoining properties, consultation with city and state regulatory offices, and review of appropriate federal, state, and local historical and environmental records.

This summary does not contain all the information found in the full report. The report should be read in its entirety to obtain a more complete understanding of the information provided, and to aid in any decisions made or actions taken based on this information.

Recognized Environmental Conditions

SCS Engineers performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-00 for the Dodge of Bellevue property, located at 126 through 316 116th Avenue NE, Bellevue, WA. Any exceptions to, or deletions from, this practice are described in Sections 1 and 9 of this report.

The Eastside Chrysler Jeep dealership (126 116th Avenue NE) is located on the south end of the subject property, and the Dodge of Bellevue dealership (316 116th Avenue NE) is located on the north end. This assessment has revealed the following evidence of recognized environmental conditions in connection with the property:

- Investigations in the back service bay area at the Eastside Chrysler Jeep parcel identified 900 to 1,000 cubic yards of contaminated soil related to former lift vaults and an oil water separator. After remedial activities and additional risk evaluations were completed in 1999, the residual contaminated soil was not considered to represent a risk to human health and the environment. The Department of Ecology issued a no further action (NFA) designation in 2000 for the Eastside Chrysler Jeep parcel. Subsequent groundwater monitoring demonstrated an improvement to the groundwater quality. However, the residual contaminated soil, and possibly groundwater, is considered a recognized environmental condition.
- Soil contamination is suspected to exist beneath the building at the Dodge of Bellevue parcel. The suspected contamination is related to former in-ground hydraulic lifts and to drain pipes beneath the building. Although no data are available to confirm the suspected contamination, similar operations and infrastructure over a similar period of time resulted in contamination under the nearby Eastside Chrysler Jeep building. Therefore, contaminated soil suspected to be present beneath the Dodge of Bellevue building is considered a recognized environmental condition.

Conclusions and Recommendations

SCS Engineers completed a Phase I ESA for the Dodge of Bellevue property. As part of the ESA, SCS was asked to provide estimated costs for managing environmental issues that may be encountered during possible future redevelopment of the subject property.

Considerable environmental work has been completed at the subject property since the late 1980s. The projects have involved UST removals, soil and groundwater sampling, drainage system upgrades, contaminated soil excavation, oxygen release compound (ORC) injection, and groundwater monitoring.

Soil contamination is known to exist beneath the building at the Eastside Chrysler Jeep parcel. The contamination is related to former lift vaults and an oil water separator in the back service bay area. An NFA was issued for the contamination in January 2000. After four quarters of groundwater monitoring, a Completion of Monitoring letter was issued in December 2000.

Soil contamination is suspected to exist beneath the building at the Dodge of Bellevue parcel. The suspected contamination is related to former in-ground hydraulic lifts and to drain pipes beneath the building.

Up to 2,000 cubic yards of contaminated soil may be encountered during future redevelopment of the subject property. A value of \$100/cubic yard was used to estimate the possible costs associated with proper management of the contaminated soil during the redevelopment. Conservatively, it is estimated that the contaminated soil may cost up to \$200,000 to manage during the redevelopment. A limited quantity of contaminated groundwater may also need to be managed during the redevelopment construction, but it is expected that the contaminated groundwater can be managed within the estimated cost provided for the soil.

Uncertainty exists regarding the amount of contaminated material that may have to be managed during the redevelopment construction. The conservative cost estimate is considered reasonable for planning purposes. Additional site investigation would be necessary to provide a more definitive cost estimate.

1. INTRODUCTION

This report provides the results of the Phase I Environmental Site Assessment (ESA) for the property known as the Dodge of Bellevue property, located at 126 through 316 116th Avenue NE, Bellevue, WA (Figure 1), hereafter referred to as the subject property. Authorization for this assessment was provided by Mr. Gene Payne of Broadreach Capital Partners on August 18th, 2005. This report is subject to the limitations noted below and in the disclaimer (page iii).

Purpose

The purpose of this investigation was to identify evidence of recognized environmental conditions that may have an adverse environmental impact on the subject property or in the immediate adjoining area. ASTM Standard E 1527-00 defines recognized environmental condition as:

"The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or material threat of a release of any hazardous substances or petroleum products into structures on the property or into groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with the law. The term is not intended to include *de minimus* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimus* are not recognized environmental conditions."

This assessment is intended to constitute an appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice, required by the innocent landowner defense under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA a.k.a. Superfund), the Superfund Amendments and Reauthorization Act of 1986 (SARA), and the Small Business Liability Relief and Brownfields Revitalization Act of 2002. This process satisfies one requirement to qualify for the innocent landowner defense to CERCLA liability.

Additionally, an environmental investigation is a valuable risk assessment tool that will help a purchaser, owner, lending institution, buyer and investor identify asset management issues (business environmental risk) that may have a significant material impact on the property value, use of the asset or its future marketability. This knowledge will allow for more informed negotiations in a real estate transaction. The assessment can also be the basis for preserving, creating, and adding value to the asset and at the same time eliminating or reducing future contingent liability for the owner. Consideration of business environmental risk may involve addressing one or more non-scope considerations listed in Section 10 of this report.

Detailed Scope of Study

This ESA was performed by SCS Engineers in general accordance with the considerations set forth in the American Society for Testing and Materials (ASTM) standards for environmental assessments (ASTM E 1527-00).

This ESA is based on:

- Field observations and interviews made during a site reconnaissance performed on September 7th, 2005.
- Review of available historical documents, including aerial photographs, topographic maps, tax assessment records, and available environmental reports and related documents.
- Review of federal, state, and local regulatory databases. The search distances are those specified by ASTM Standard E 1527-00.
- Review of state and local regulatory files.

In addition, the scope of work for this ESA was expanded to include estimating the costs to address environmental issues at the property under an assumed redevelopment scenario.

Significant Assumptions

Certain significant assumptions regarding any site that is the subject of an ESA can be made. For instance, a vent pipe on the side of a building could indicate the current or past presence of an underground storage tank. Another example may be that sprayed-on insulation on steel beams in a 1968 vintage building may contain asbestos.

Based on all documents reviewed, interviews with knowledgeable people and a site reconnaissance, the following significant assumptions can be made regarding the subject property:

- Unless obviously inaccurate or if information exists to the contrary, SCS Engineers assumes that information collected during this ESA is accurate and correct. Unless warranted, information collected has not been independently validated as part of this ESA.
- The shallow groundwater flow direction is generally southwesterly, consistent with the local topography.

Limitations and Exceptions

This investigation focused on potential sources of hazardous substances and petroleum products that could be considered a recognized environmental condition and a liability due to their presence in significant concentrations (e.g., above acceptable limits set by the federal, state or local government) or due to the potential for contamination migration through exposure pathways (e.g., groundwater). Materials that contain substances that are not currently deemed hazardous by the U.S. EPA or the Washington State Department of Ecology were not considered as part of this study.

Unless specifically included in our scope of services, consideration of building materials such as asbestos, lead-based paint, water supply plumbing, urea formaldehyde, and pressure-treated lumber are not considered in this report, nor are building issues such as fire safety, indoor air quality, mold, or similar matters. We did not evaluate the site for compliance with land use, zoning, wetlands, or similar laws. This report is not intended to be an environmental compliance audit.

Hazardous substances occurring naturally in plants, soils, and rocks (e.g., heavy metals, naturally occurring asbestos, or radon) are not typically considered in these investigations. Similarly, construction debris (e.g., discarded concrete, asphalt) is not considered unless the observation suggests that hazardous substances are likely to be present in significant concentrations or likely to migrate.

Certain other limitations could affect the accuracy and completeness of this report, as follows:

- Subject Property Access Limitations—None
- Physical Obstructions to Observations—None
- Outstanding Information Requests—None
- Historical Data Sources Failure—None
- Other—None

The findings and conclusions of this ESA are based on visual observations, record reviews, and interviews. Wetland delineation was not performed during this investigation. Soil, groundwater, air, and building materials were not sampled during the assessment. A potential always remains for the presence of unknown, unidentified, or unforeseen surface or subsurface contamination.

2. SITE DESCRIPTION

Location

The Dodge of Bellevue property is located in King County, WA (Figure 1).

The site overview below provides additional description of the location, ownership and other details regarding the subject property.

Site Overview

Address	126 through 316 116 th Avenue NE, Bellevue, WA.
Legal Description	N/A
Zoning	General Commercial
Current Ownership	Chrysler Bellevue, LLC (Ref. 1)
Land Area	The subject property consists of three contiguous tax parcels (3325059041, -042 and -012) comprising approximately 6.9 acres (Ref. 1). The entire subject property is rectangular shaped.
Improvements	The southern parcel (126 116 th Avenue NE) contains the Eastside Chrysler Jeep dealership buildings. The northern parcel (316 116 th Avenue NE) contains the Dodge of Bellevue dealership buildings. The center parcel does not contain any buildings, but is paved and used for automotive parking.
Construction Date and Additions	<p>126 116th Avenue NE: Building 1 (9,216 sq. ft.) was constructed in 1960, and building 2 (21,840 sq. ft.) was constructed in 1965 (Ref. 1). The two buildings are contiguous.</p> <p>316 116th Avenue NE: Building 1 (21,178 sq. ft.) was constructed in 1965, building 2 (1,520 sq. ft.) was constructed in 1981, and building 3 (340 sq. ft.) was constructed in 1984 (Ref. 1). The three buildings are contiguous.</p>
Current Tenant and Premise Use	The buildings house the auto dealerships, including the showrooms, service departments and parts departments. The majority of the balance of the subject property is paved and used for parking the new and used car inventories.
Past Tenants and Prior Site Use	The available information indicates that the north end of the subject property was developed with a farm residence by 1920. The south end was developed for residential use in the early 1950s. The automotive dealerships were developed on the property in the early to mid 1960s (see Historical Use Information in Section 4).

Site and Vicinity General Characteristics

The Eastside Chrysler Jeep and Dodge of Bellevue buildings are located near the south and north property boundaries, respectively. The balance of the subject property, including the large central parcel, is paved and primarily used for parking new and used car inventory. Photographs of the subject property are provided in Appendix C.

The subject property is located on “Bellevue’s Auto Row.” Additional automotive dealerships are located immediately north and south of the subject property, and west of the Dodge of Bellevue building across 116th Avenue NE. The area where the subject property is located is primarily occupied by commercial business operations.

Current Use of the Site

The showrooms for the two automotive dealerships are located on the western end (front) of the buildings, facing 116th Avenue NE (Figure 2). The parts and service departments and associated storage areas are located in the eastern portions (rear) of the buildings. Notable features in the two service departments include above-ground hydraulic automotive lifts, new and used oil storage, parts cleaning equipment, and small quantities of maintenance fluids. Any observed evidence of hazardous materials use or hazardous waste generation is discussed in Section 5, Site Reconnaissance.

Description of Structures, Roads, Other Improvements on Site

Improvements consist of the two dealership buildings. The two buildings occupy approximately 10 percent of the subject property. The remainder of the area almost entirely consists of paved parking area. Minor landscaping is present along the west end of the subject property. The eastern edge of the subject property is occupied by blackberry bushes and a row of mature trees.

Structures

The showrooms and small out-buildings are wood frame construction. The service areas are masonry construction. At Eastside Chrysler Jeep, a wood frame addition over the service bays provides space for offices and the parts department. At Dodge of Bellevue, some of the service bay additions have wood frame walls that face access drives on the north and south sides of the building.

The buildings are equipped with forced air HVAC systems or ceiling-mounted space heaters. The heating system is supplied by natural gas.

Roads

The subject property is bordered on the west by 116th Avenue NE. Access to the subject property is via curb cuts and driveways from 116th Avenue NE.

Across from the Dodge of Bellevue building, NE 4th Street runs west from 116th Avenue NE. Interstate 405, the main north/south freeway through Bellevue, is accessible from NE 4th Street approximately one block west of 116th Avenue NE.

Utilities

Utility systems providing service to the subject property are identified as follows:

Electricity and Gas

Electricity and natural gas are provided to the subject property by Puget Sound Energy. No use of diesel or heating oil fuel was observed during the site reconnaissance. Neither building is equipped with an emergency generator for backup power. No heating oil is reportedly used on either parcel (Ref. 3 and 4)

Potable Water Supply

Drinking water for the subject property is provided by the City of Bellevue. According to information from the City of Bellevue, potable water is derived from surface water sources (Ref. 5). Specifically, the drinking water is obtained from the Tolt and Cedar River water shed reservoirs, located in the mountains approximately 20 miles northeast and southeast of the subject property, respectively.

Sewage Disposal System

Wastewater discharges at the subject property consists of domestic wastewater, with minor industrial discharges from the service departments. All the wastewater from the subject property discharges to the City of Bellevue system. Discharges from the floor drains in the service department discharge through oil/water separators before entering the City of Bellevue system.

Current Use of Adjoining Properties

The current use of the adjoining properties to the subject property was identified through an exterior survey of the surrounding area. Photographs of adjoining facilities can be found in Appendix C of this report.

Generally, example items of environmental concerns that were assessed are those listed in Section 5 of this report. Any items of environmental concern noted below were obvious and readily apparent during the exterior survey of adjoining facilities. There may be additional concerns that were not obvious or readily apparent during the exterior survey that could have a potential environmental impact on the subject property.

The subject property is located in an area characterized by commercial land use. Immediate neighbors include:

North: Automotive dealerships occupy much of the area for nearly four blocks north of the subject property. An office complex and a hotel are located approximately one block northwest of the subject property, across 116th Avenue NE.

East: A railroad track is located immediately east of the subject property. East of the railroad tracks, the area contains office complexes and “big box” retail facilities.

South: An additional automotive dealership is located immediately south of the subject property. Further south, the area is occupied by small office buildings. Bellevue City Hall is located approximately two blocks southwest of the subject property, across 116th Avenue NE.

West: Across 116th Avenue NE, an automotive dealership is located west of the Dodge of Bellevue building, and a Post Office is located west of the Eastside Chrysler Jeep building. Further west is Interstate 405 and the downtown area of Bellevue.

3. USER PROVIDED INFORMATION

Many times the representatives of the company requesting the ESA or individuals otherwise associated with the property have knowledge and information that may be indicative of a recognized environmental condition at the subject property. Pursuant to ASTM Standard E 1527-00, Mr. Gene Payne of Broadreach Capital Partners and Mr. Luke Blackwell of Dodge of Bellevue were interviewed regarding the areas of potential concern noted below. The following information was provided to SCS Engineers prior to or during this ESA:

Title Records

Title record information was not provided to SCS Engineers by Mr. Payne or requested to be reviewed as part of the scope of work for this ESA.

Environmental Liens of Activity and use Limitation

Mr. Payne was unaware of any environmental liens, deed restrictions, regulatory institutional controls or any other use restriction that may apply to the subject property.

Specialized Knowledge

Mr. Payne was contacted regarding any specialized knowledge that he might have regarding potential recognized environmental conditions or other environmental issues that could materially impact the current or future use of the subject property or have an impact on the current real estate transaction. Mr. Payne indicated that previous environmental work had been completed at the subject property, and provided numerous reports for SCS' review. A list of the provided documents is in Section 4.

Mr. Blackwell similarly commented that considerable environmental work had been completed on the Dodge of Bellevue property (Ref. 2). He indicated that the documents should be available from the Department of Ecology.

Valuation Reductions for Environmental Issues

The real estate transaction associated with this ESA is the potential purchase of subject property. Mr. Payne was not aware of any reduction in the value of the subject property because of a recognized environmental condition.

Owner, Property Manager and Occupant Information

In addition to Mr. Blackwell, Mr. Brad Wolf, Dodge of Bellevue service manager, and Mr. Terry McCoy, Eastside Chrysler Jeep service manager, were interviewed for the purpose of collecting any information or documentation that may suggest that a recognized environmental condition may exist at the subject property. Information provided during the interviews is contained in the appropriate sections of the report.

Reason for Performing Phase I

Mr. Payne indicated that the purpose of having an ESA conducted at the subject property was to support a potential acquisition.

4. RECORD REVIEW

Physical Setting Sources

A current U.S. Geological Survey (USGS) 7.5 minute topographical map (or equivalent) showing the area on which the subject property is located was reviewed to help evaluate the physical setting of the subject property (Ref. 6). Other physical setting sources included available regulatory-agency files for the surrounding properties and general information for the greater Seattle metropolitan area.

Geological Conditions

The geology and hydrogeology of the site was evaluated through a review of available regulatory-file documents for nearby contaminated sites, as well as general information for the greater Seattle metropolitan area. In general, the surficial geology of the area reflects the Vashon Glaciation period, which ended in the Seattle area approximately 13,000 years ago. Typically, the near surface sediments are composed of a mixture of sand, gravel, silt and clay deposited as outwash material during the advance or retreat of the glacier, or a mixture of these materials compacted into a glacial till. The thickness of the outwash deposit varies, and may be absent in certain areas. The absence of outwash materials generally results in the exposure of varying thickness of glacial till at the ground surface.

Information obtained during the review of the previous environmental documents for the subject property indicated that the near-surface soils consist of a dense mixture of silt and fine sand with gravel. The descriptions are consistent with Vashon till.

Groundwater Hydrology and Usage

The available information indicates that the shallow groundwater is located from approximately 2 to 10 feet below the ground surface (bgs). The depth to water varies seasonally and with the location on the property. The groundwater flow direction is southwesterly.

Surface Hydrology

No surface water features were observed at the subject property.

Topography

The 1973 Mercer Island quadrangle map, a USGS 7.5 minute topographic map showing the subject property, was obtained and reviewed as specified in ASTM E 1527. According to the contour lines on the topographic map, elevation at the subject property is approximately 100 feet above mean sea level. The subject property slopes generally westerly towards 116th Avenue NE. Regionally, the topography generally slopes southwesterly towards Mercer Slough and Lake Washington.

Floodplains

Information from Flood Insurance Rate Maps published by the National Flood Insurance Program, which is administered by the Federal Emergency Management Agency (FEMA), was provided by Environmental Data Resources (EDR) and was reviewed for the subject property. The subject property does not lie within the 100-year floodplain elevation. The complete EDR report is provided in Appendix E.

Standard Environmental Record Sources

Database Search and File Review

Regulatory records were reviewed to obtain information that might identify potential recognized environmental conditions in connection with the subject property or nearby properties. SCS Engineers reviewed U.S. Environmental Protection Agency (EPA) and Washington State Department of Ecology (Ecology) environmental databases obtained through Environmental Data Resources (EDR).

This search was performed in accordance with ASTM approximate minimum search distance for the databases listed below. A copy of the EDR report, dated August 25th, 2005, is included in Appendix E. The EDR report lists the databases searched, the search radii, and the dates the databases were released. Information concerning each database and its relation to the site is discussed in the following section.

- **U.S. EPA National Priority List (NPL)**

The National Priority List (NPL) is a database of uncontrolled or abandoned hazardous waste sites that have been identified for priority remedial actions under the Superfund program. The sites are listed based on a ranking determined by the EPA hazardous ranking system, a model which assesses the relative risk to public health and the environment from hazardous substances identified in the groundwater, surface water, air, and soil. This EPA database lists sites that are currently being remediated or are scheduled for cleanup under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), or Superfund.

- **U.S. EPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)**

The CERCLA Information System (CERCLIS) identifies facilities on the EPA's National Priority List (NPL) of Superfund sites and sites that have been reported to the EPA by state or local agencies as being suspected of a release or threatened release of hazardous substances.

- **CERCLIS No Further Remedial Action Planned report (NFRAP)**

The No Further Action Planned Report (NFRAP), also known as CERCLIS Archives, contains information pertaining to sites that have been removed from the EPA's CERCLIS Database. NFRAP may contain sites where, following an initial investigation, either no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require federal Superfund action or inclusion on the NPL.

- **U.S. EPA Resource Conservation and Recovery Information System (RCRIS) Treatment, Storage, and Disposal Facilities**

The EPA Resource Conservation and Recovery Information System also identifies the status of registrations, permits, reports, inspections, enforcement activities, and financial data of the facilities regulated under the Resource Conservation and Recovery Act (RCRA). RCRA was enacted to regulate certain facilities that generate, treat, store, transport, and dispose of hazardous substances. Note that EPA eliminated waste codes and waste stream data from the RCRIS database in 1997. Therefore, RCRIS no longer contains information about the types and quantities of regulated hazardous substance at RCRA facilities.

- **Corrective Action (CORRACTS) facilities list**

The Resource Conservation and Recovery Information System (RCRIS) Treatment, Storage, and Disposal Facilities Subject to Corrective Action (CORRACTS) database contains information pertaining to hazardous waste treatment, storage, and disposal (TSD) facilities that have conducted, or are currently conducting, corrective actions as regulated under RCRA. Corrective action may be required beyond the facility's boundary and can be required regardless of when the release occurred.

- **U.S. EPA RCRIS Hazardous Waste Generators Report**
 The EPA Resource Conservation and Recovery Information System hazardous waste generators report.
- **U.S. EPA Emergency Response Notification System (ERNS)**
 The Emergency Response Notification System (ERNS) serves to store information on oil and hazardous substance releases. Releases are recorded in ERNS when they are initially reported to the Federal Government. ERNS combines data from the National Response Center and the Marine Safety Information System. The ERNS contains records of reported releases from October 1986.
- **Washington State Department of Ecology Confirmed and Suspected Contaminated Sites List (CSCSL)**
 The Washington Confirmed and Suspected Contaminated Sites List (CSCSL) is the State's hazardous waste site report. It includes confirmed and potentially-contaminated sites.
- **Washington State Department of Ecology Independent Cleanup Reports (ICR) list**
 The Washington State Model Toxics Control Act (MTCA) allows contaminated-site owners or operators to undertake cleanup actions according to applicable laws and guidelines but without direct oversight by the Department of Ecology. The Washington Independent Cleanup Reports (ICR) list includes reports received by the Department of Ecology for such remedial actions.
- **King County Abandoned Landfill list**
 The King County Abandoned Landfill list.
- **Washington State Department of Ecology Leaking Underground Storage Tanks (LUSTs) list**
 The Department of Ecology's list of leaking underground storage tanks (LUSTs).
- **Washington State Department of Ecology list of Registered Underground Storage Tanks (USTs)**
 The Department of Ecology's list of registered underground storage tanks (USTs).

The EDR search of U.S. EPA and Washington State Department of Ecology environmental databases identified 68 sites within the ASTM search radii of the subject property. Based on the site-specific database information and SCS Engineers' professional opinion, files for 8 sites were requested for review from the Department of Ecology (Ref. 7) under the Freedom of Information Act (FOIA). The sites were selected because of their potential threat to the subject property and are as follows:

File Type	Site Name and Address	Distance and Direction from Subject Property
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File Type	Site Name and Address	Distance and Direction from Subject Property
RCRA EPA ID: WAD053812061, VCP, NFA, UST	Performance Dodge, 316 116 th Ave NE, Bellevue, WA 98004	Subject Property
VCP, NFA, UST	Bellevue Chrysler Plymouth, 126 116 th Ave NE, Bellevue, WA 98004	Subject Property
RCRA EPA ID: WAD988507414, CSCSL NFA, ICR	Eastside Chrysler Jeep, 400 116 th Ave NE, Bellevue, WA 98004	Adjacent Property to North
VCP, ICR	Ford of Bellevue, 411 116 th Ave NE, Bellevue, WA 98004	1/16 mi. Northwest
RCRA EPA ID: WAD981763576, ICR	Bellevue Lincoln Mercury, 420 116 th Ave NE, Bellevue, WA 98004	1/16 mi. North
LUST Facility ID: 257	Evered Motors, Inc, 420 116 th Ave NE, Bellevue, WA 98004	1/16 mi. North
RCRA EPA ID: WAD027259225, CSCSL, VCP, ICR	Bellevue Motors, Inc, 430 116 th Ave NE, Bellevue, WA 98004	1/16 mi. North
LUST Facility ID: 1308	Brooks Chevrolet, Inc, 430 116 th Ave NE, Bellevue, WA 98004	1/16 mi. North
CSCSL	Unicraft Printing, 300 120 th Ave NE, Bldg 6, Ste 114 Bellevue, WA 98005	1/4 mi. Northeast

Regulatory records were reviewed to obtain information that might identify potential recognized environmental conditions in connection with the subject property or nearby properties. Regulatory-file information for the subject property is discussed later in this section.

Eastside Chrysler Jeep (former)

An Eastside Chrysler Jeep dealership was formerly located immediately north of the Dodge of Bellevue parcel. Three contaminated areas at the site were identified in a Phase II Site Characterization report completed in March 1994:

- At the north end of the property, soil and groundwater was contaminated with gasoline and BTEX (benzene, toluene, ethylbenzene and xylenes) compounds at levels that exceed the Ecology UST action levels. The gasoline contamination was apparently from a leaking UST located on the adjacent property to the north.
- Soil and groundwater contamination around five vaulted hoists in the service garage.
- Soil and groundwater contamination around an oil/water separator.

Water levels were collected from 12 monitoring wells located on site as part of a Phase II Site Characterization. According to the water level elevations, the groundwater appeared to flow to the southwest.

Remediation activities took place at the former Eastside Chrysler Jeep property, including the demolition of the building which allowed access to the gasoline plume, excavation of the gasoline contaminated soil and the removal of the hydraulic joists and contaminated soil. A total of approximately 2,600 cubic yards of contaminated soil was removed from the property for off-site disposal. According to an Ecology letter dated May 5, 1999, the contamination in the soil and groundwater no longer posed a threat to human health and the environment and a no further action (NFA) determination was made. However, there is a restrictive covenant on the property because total petroleum hydrocarbons which exceed the Washington Model Toxics Control Act (MTCA) Method A cleanup levels remain in the groundwater.

Bellevue Lincoln Mercury

The Bellevue Lincoln Mercury (BLM) property, which was also listed as the Evered Motors property, is located immediately north of the former Eastside Chrysler Jeep property (above). The BLM property was contaminated with gasoline from a leaking UST. According to a 1994 Remedial Investigation Report, free product was discovered in on-site wells and in wells located on the Eastside Chrysler Jeep property adjacent to the south. The free product and contamination on both properties was concluded to be from the LUST on the BLM property. The results from the investigation indicated that a gasoline-contaminated soil plume encompassed a 60' by 100' area and the associated groundwater plume encompassed a 100' by 130' area.

A 1995 work plan indicated that the gasoline remediation was to include complete excavation of the gasoline contaminated soil on the BLM and adjacent Eastside Chrysler Jeep properties. The excavation at the Eastside Chrysler Jeep property would take place immediately. The removal at the BLM property would take place in stages since some of the contamination was under the slab of the BLM building. In order to limit any further offsite migration, the excavations on both properties were to be backfilled to above the wet zone with controlled density backfill. Although a report documenting the remediation activities was cited in subsequent correspondence, the remediation report was not available in the files at Ecology during the time of the file review.

Other areas of contamination at the BLM property included soil contaminated with heavy oil at the north trench hoist in the main shop area and the alignment pit located in the southwest corner of the main shop. Remedial excavations were completed in both areas, with confirmation sampling indicating that the contaminated soil was removed. Contamination was also found at the BLM property associated with a waste oil UST. The UST, plus approximately 5 cubic yards of contaminated backfill material, were removed to remediate this area.

The information in the Ecology files indicates that regular groundwater monitoring is supposed to be occurring at the BLM site. However, the most recent groundwater report in Ecology's files was from 1999. According to the 1999 report, TPH as gasoline was detected above MTCA Method A standards in 12 wells on the property and xylenes were detected above cleanup limits in three wells at the property. Although the available information does not suggest that the residual gasoline contamination on the BLM property is likely to impact the subject property, the absence of recent data represents some uncertainty with respect to potential impacts to the subject property.

Ford of Bellevue

Contamination associated with former hydraulic hoists, a former waste oil aboveground storage tank (AST) and an oil/water separator were found at the Ford of Bellevue property, located northwest of the subject property across 116th Avenue NE. In 2000, soil and groundwater samples were collected from two borings that were installed near the former hydraulic hoists. The soil samples had detections of total petroleum hydrocarbons (TPH) as gasoline and diesel above MTCA Method A limits. Groundwater samples had metals and TPH as gasoline above the MTCA Method A standards.

The fill ports and piping from the former waste oil AST remained at the property and were removed as part of a 2000 Phase II investigation. During the removal, impacted soil near the former AST was found and excavated. Additionally, the oil/water separator and impacted soil were removed from the Prestige Ford property in February 2003.

The latest groundwater monitoring report (June 2003) from the Prestige Ford property stated that the samples from all the wells at the property were non-detect for TPH as gasoline and diesel, RCRA 8 metals, semi-volatile organic compounds (SVOCs) and volatile organic compounds (VOCs). An NFA designation by Ecology has been requested. The groundwater monitoring report stated that the groundwater in the area of Prestige Ford appears to flow to the southwest, away from the subject property.

Brooks Chevrolet

The Brooks Chevrolet property, also listed as the Bellevue Motors property, is located immediately north of the BLM property (discussed above). The property was impacted from former gasoline dispensers and an associated gasoline UST, and two hydraulic hoists. The majority of the contaminated soil was excavated from the property, but residual petroleum-contaminated soil was left in place beneath the building at the Brooks Chevrolet property.

A biosparge system was installed in 1999 to contain the groundwater plume associated with the residual petroleum-contaminated soil. Groundwater data collected in 1999 after the biosparge system installation indicated that the concentration of petroleum hydrocarbons in the groundwater decreased in several of the wells at the property. The concentrations generally increased in the well near the residual petroleum contaminated soil. It was concluded that the biosparge system was effectively controlling the plume migration.

Subsequent data were not available to evaluate recent conditions at the Brooks Chevrolet property. However, the groundwater flow direction is reportedly to the west in the vicinity of the Brooks Chevrolet property, which limits the potential for an impact to the subject property.

Unicraft Printing

According to the information in the files at Ecology, contamination associated with color presses and a solvent storage room was present at the Unicraft Printing property located at 300 120th Avenue Northeast, east of the subject property. In 1995, petroleum hydrocarbon concentrations that exceeded MTCA Method A cleanup levels were found in soil samples collect adjacent to the northern and southern 6-color presses and in the solvent storage room. Acetone, toluene, and xylenes were also detected in soil samples from the solvent room and adjacent to the southern 6-color press, but the concentrations were below MTCA Method A cleanup levels. Methylene chloride was detected above the MTCA Method A cleanup level in a soil sample collected from the solvent storage room.

Three monitoring wells were installed at the site in 1994. Benzene was detected in exceedence of the

MTCA Method A cleanup level in a groundwater sample from a well located downgradient of the solvent storage room. Groundwater samples were also analyzed for gasoline and diesel range hydrocarbons and VOCs. These analytes were either non-detect or detected at levels below the MTCA Method A cleanup levels.

The contaminated soil was apparently excavated and a groundwater monitoring program was started at the site. The most recent groundwater monitoring report (1999) indicated that BTEX, total petroleum hydrocarbons, and halogenated VOCs were either non-detect or detected below MTCA Method A cleanup levels in all of the groundwater samples collected. The property was subsequently redeveloped. The available information does not suggest an impact to the subject property from the former Unicraft site.

Additional Environmental Record Sources

Previous Environmental Reports and Other Documents

Several previous environmental documents prepared for the subject property were provided to SCS by Broadreach Capital Partners through KG Investment Management. Additional documents were reviewed at the Department of Ecology. A list of the documents is provided in the table below.

Chrono order	Document Name	Author	Date	Property
1	Proposal, Site Screening, Overlake Chrysler Property From Dames & Moore to Preston, Thorgimson, Ellis & Holman	Kevin Freeman and Rory Galloway, Dames & Moore	11 Aug 1987	126 & 316 116th
2	Initial Site Screening and Underground Storage Tank Testing, Overlake Chrysler Plymouth Property, Bellevue, Washington	Kevin Freeman and Rory Galloway, Dames & Moore	19 Oct 1987	126 116th
3	Initial Site Screening and Underground Storage Tank Testing, Performance Dodge Property, Bellevue, Washington	Kevin Freeman and Rory Galloway, Dames & Moore	19 October 1987	316 116th
4	Hydrogeological Investigation, Overlake Chrysler Plymouth, Bellevue, Washington (Draft)	O'Brien & Gere Engineers, Inc.	Jan 1989	126 116th
5	Tank Removal and Site Investigation, Performance Dodge, Bellevue, Washington (Draft)	O'Brien & Gere Engineers, Inc.	Jan 1989	316 116th
6	Environmental Site Assessment, Performance Dodge, 316 116 th Avenue NE, Bellevue, Washington	John T. Cooper, Rittenhouse-Zeman & Associates, Inc	9 October 1990	316 116th
7	Memorandum from Cecily Gilbert to Mark Dedomenico with Summary of Construction Observation, Dodge of Bellevue, 316 116 th Avenue NE, Bellevue, WA	Cecily Gilbert Attachment by Robert Cousins, John T. Cooper, Jon S. Sondergaard, RZA Agra, Inc.	19 Feb 1992 attachment dated 4 May 1992	316 116th
8	Environmental Site Assessment, Bellevue	Steven L. Day and Thomas S.	4 Oct 1993	126 116th

Chrono order	Document Name	Author	Date	Property
	Chrysler Plymouth	Ginsbach, Northwest Geotech, Inc.		
9	Phase II Site Characterization, Bellevue Chrysler Plymouth	Steven L. Day and Thomas S. Ginsbach, Northwest Geotech, Inc	13 Jul 1994	126 116th
10	Remedial Action Plan, Bellevue Chrysler Plymouth, 126 116 th Avenue NE, Bellevue, WA CRC Project No. WA7338	Steven L. Day and Thomas S. Ginsbach, Northwest Geotech, Inc	31 Jul 1996	126 116th
11	Groundwater Monitoring Report, Bellevue Chrysler Plymouth, 126 116 th Avenue NE, Bellevue, WA, DOE No. 13336	Steven L. Day and Thomas S. Ginsbach, Northwest Geotech, Inc	18 Oct 1996	126 116th
12	Independent Remedial Action (No-Further-Action Letter) Bellevue Chrysler Plymouth, 126 116 th Avenue NE, Bellevue, WA from Louise Bardy to Andrew Bucchiere	Louise Bardy, Washington Dept. of Ecology	26 Jan 2000	126 116th
13	Groundwater Monitoring Report, Bellevue Chrysler Plymouth, 126 116 th Avenue NE, Bellevue, WA, DOE No. 13336	Steven L. Day and Thomas S. Ginsbach, Northwest Geotech, Inc	18 May 2000	126 116th
14	Phase I Environmental Site Assessment, East Side Chrysler Jeep, 316 116 th Avenue NE, Bellevue, WA	John Bhend, Environmental Partners, Inc.	21 Jul 2000	316 116th
15	Phase I Environmental Site Assessment, Dodge of Bellevue, 316 116 th Avenue NE, Bellevue, WA	John Bhend, Environmental Partners, Inc.	21 July 2000	316 116th
16	Groundwater Monitoring Report, Bellevue Chrysler Plymouth, 126 116 th Avenue NE, Bellevue, WA. DOE No. 13336.	Steven L. Day and Thomas S. Ginsbach, Northwest Geotech, Inc	1 Sep 2000	126 116th
17	Phase II Environmental Site Assessment Letter Report, Dodge of Bellevue, 316 116 th Ave NE, Bellevue, WA	Thomas Morin and John T. Bhend, Environmental Partners, Inc.	16 Oct 2000	316 116th
18	Completion of Monitoring, Bellevue Chrysler Plymouth, 126 116 th Ave NE, Bellevue, WA. Letter to Mr. Andrew Bucchiere, Chrysler Realty Corporation	Louise Bardy, Department of Ecology Toxics Cleanup Program	15 Dec 2000	126 116th
19	Environmental Site Investigation, Dodge of Bellevue, 316 116 th Avenue NE, Bellevue, WA 98004 Property No. WA6114	Earth Tech, Inc.	Nov 2001	316 116th

Chrono order	Document Name	Author	Date	Property
20	Site Remediation Activities Report, Dodge of Bellevue, 316 116 th Avenue NE, Bellevue, WA 98004 Property No. WA6114	Earth Tech, Inc.	Mar 2003	316 116th
21	Letter Report - Oversight of Soil Remediation, Dodge of Bellevue, 316 116 th Avenue NE, Bellevue, WA	Thomas C. Morin, Environmental Partners, Inc.	26 Nov 2003	316 116th
22	Site Remediation Activities Report, Dodge of Bellevue, 316 116 th Ave NE, Bellevue, WA 98004, Property No. WA6114	Earth Tech, Inc.	Jan. 2004	316 116th
23	Voluntary Cleanup Program, Dodge of Bellevue, 316 116 th Ave NE, Bellevue, WA. Letter to Mr. Michael Bauman.	Christopher Maurer, PE, Department of Ecology Toxics Cleanup Program	18 Nov 2004	316 116th
24	Transmittal Form and Table of Contents, Chrysler Bellevue LLC, Eastside Chrysler Jeep, 126 116 th Ave NE, Bellevue WA 98004	Cecily Gilbert, Pegasus Financial LLC	13 Jan 2005	126 116th
25	Table of Contents, Chrysler Bellevue LLC, Dodge of Bellevue, 316 116 th Ave NE, Bellevue WA 98004	Not indicated (same as chronological item Number 21?)	13 Jan 2005??	316 116th

As shown above, the documents focus on activities at the Eastside Chrysler Jeep and Dodge of Bellevue parcels. Following is a summary of the information obtained for the two parcels within the subject property, along with an assessment of the potential for contamination remaining on the property, extent of contamination, and an estimated volume of contaminated material left on-site. Copies of a selection of the previous reports are provided in Appendix D.

126 116th Avenue NE (Eastside Chrysler Jeep)

The initial planned site work was described in a 1987 proposal and cost estimate to perform a Phase I and II chemical contamination screening investigation for evaluating potential environmental liability associated with a potential property purchase. The resulting report included current conditions, historical property use, a “hazard evaluation”, and recommendations.

A 275 gallon used oil UST in the auto repair garage was identified and tested for leaks. The leak test showed that the UST was tight, but spills and overflow were observed around the fill spout (the UST fill pipe cap was beneath the surface of standing oil in the fill pipe box). Other observations included:

- Free oil was observed in an open floor drain, floor trench drain and sub-grade concrete lined vault. Records indicated that the floor drains flowed to the Bellevue Sewer district through a “grease trap” which reportedly had not been inspected or maintained.
- Evidence of leaks and spills were noted in and around a drum storage area where waste paints and solvents were stored.

- Burned autos, wood, and construction material, which were reported to be the remains of a fire at the Performance Dodge (316) parcel, was observed along the eastern edge of the parcel.
- Empty and partially filled drums of unknown contents were observed discarded in the wooded area between the fire debris area and the auto body shop.
- A low-lying wet area in the northeastern portion of the property had reportedly been filled with clean fill.

The report rated the site as “medium potential environmental hazard and cleanup liability” due to the possible presence of subsurface soil and/or groundwater contamination. The report recommended additional investigation in the form of backhoe test pits in the drum storage area and the filled area, replacement or retrofitting of the waste oil UST, and proper disposal of burn debris and discarded drums.

A January, 1989 report documented additional investigation at the parcel. The purpose of the investigation was to determine if solvents from the drum storage area located in the southeast corner of the facility had contaminated groundwater. The report references a previous Site Investigation report prepared by O’Brien & Gere dated June 1988. SCS was not provided a copy of this report.

The cited previous (1988) report identified the presence of solvents in the soils beneath the drum/solvent storage area with a potential for contamination of the groundwater. Regulated solvent concentrations for benzene and toluene in the soils were reported to be below the soil regulatory limits, and, therefore, removal and disposal of the soils in the drum storage area was not required. Ecology was notified of the release of solvents to the soil and the intent to monitor groundwater.

Four monitoring wells were installed surrounding the drum storage area. Groundwater samples were analyzed for TPH and VOCs. Groundwater from the well closest to the drum storage area was reported to have 8 mg/l TPH. All other wells were less than the detection limit (1mg/l) TPH and all the wells were below the detection limit (1 ug/l) for volatile organics. The report recommended semi-annual monitoring for TPH and VOCs with remedial action or risk assessment implemented if concentrations increase. It was also reported that removal of a drum and debris pile consisting of burned-out autos, parts, earth and tires had been completed as recommended in the previous report.

The next document reflected a 1993 ESA for the parcel. The report indicated changes to the site activities included recent renovations that had removed the body shop service.

Borings were installed at the eastern property line and at former underground hoist locations. TPH, naphthalene, methylene chloride, toluene, xylenes, and 1, 4 dichlorobenzene were reported in the soil from the northeast corner of the back service bay. Groundwater in this area also was reported to have a strong “solvent type” odor. Borings along the east property line did not reveal signs of contamination. Additional investigation to delineate the extent of contamination found in the back service bay was recommended along with notification of Ecology by August 1993.

The report indicated that a waste oil UST was apparently removed from beneath the floor of the auto detailing garage in November 1988. Soils from the excavation showed high levels of TPH. Over-excavation of the contaminated soils and retesting of the pit reportedly showed TPH concentrations below Ecology cleanup guidelines. SCS was not provided a copy of the referenced UST removal report.

Subsurface investigation activities were documented in a July 1994 report, which described how 24 borings and seven monitoring wells were installed and sampled to delineate the extent of contamination discovered at the north end of the back service bay and an area south of the oil water separator. During

the 1994 investigation, a sample from the oily sludge in the bottom of a hoist lift pit was analyzed for a variety of contaminants. PCBs were reported in the sludge. However, there is no additional discussion about potential PCB contamination in this or any other report provided to SCS. The hoist vault was pumped out and sealed with bentonite in September, 1994.

It was estimated that the soil contamination was limited to the confines of the back service bay. The estimated footprint of contamination was about 65 by 75 feet. The majority of the soil contamination was discovered in the upper 1.5 feet of material directly beneath the concrete floor slab. However, detectable contaminant concentrations were present up to 10 feet bgs. Based on the information in the report, we estimate the in-place volume of contaminated soils in the north end of the back service bay to be 900 to 1,000 cubic yards.

Three remediation options were identified in the recommendations. These included hoist removal and limited soil cleanup, hoist removal and groundwater pumping, and hoist removal and groundwater pumping combined with in-situ bioremediation. All options left some contaminated soils in place due to limitations associated with the building structure.

A Remedial Action Plan was prepared in July 1996 to facilitate site cleanup under the Independent Remedial Action Program. According to the Plan, additional investigation was performed following the 1994 report to further delineate the extent of the reported groundwater contamination. Improved groundwater quality in the monitoring wells downgradient from the vault was also reported, based on data collected after the vault was sealed. Two monitoring wells were reported to represent downgradient points of compliance for the western edge of the groundwater plume. However, the report figure suggests that the groundwater flow path to these wells may not necessarily be directly from the most contaminated areas of the property.

The October, 1996 Groundwater Monitoring Report provides a description of the remediation activities that were initiated at the parcel. Oxygen release compound (ORC) was placed in the monitoring wells in the north end of the back service bay (source area for the contamination) to enhance bioremediation and reduce the groundwater concentrations. According to the report, the dissolved oxygen values in the groundwater had increased as a result of the ORC, and the groundwater contaminant concentrations had largely decreased to below MTCA level B. The ORC socks were removed from the groundwater monitoring wells in June, 1998.

Additional, targeted soil sampling was completed in the back service bay area, and the samples were analyzed for hydrocarbon fractions. Analysis of the sampling data suggested the soil contamination did not represent a human health risk. The analysis also predicted that the residual contamination would not result in a groundwater impact in excess of the groundwater cleanup standards.

Ecology issued an NFA for the property in January 2000 (Appendix D). The NFA required ongoing monitoring for chlorinated and non-chlorinated solvents in ten wells on a quarterly basis. If four consecutive quarterly monitoring events showed results below applicable state standards, Ecology indicated that further monitoring activities may not be required.

A May 2000 groundwater monitoring report was provided for SCS' review. Contaminants were detected in three monitoring wells located in and immediately southwest (downgradient) of the back service bay. All contaminant concentrations were reported to be below regulatory cleanup levels established for the site. Reportedly, this was the third consecutive quarter that results were reported to be below MTCA cleanup levels.

A Phase I ESA was completed for the parcel in July, 2000. According to the report, review of Ecology documents indicated that remediation through the introduction of ORC into the contaminated soils and groundwater started in 1997 and was completed in 1999. The 2000 Phase I also cited the results from the May 2000 groundwater monitoring report (above).

The September, 2000 groundwater monitoring report provides the final set of site groundwater data (Appendix D). The report documents the groundwater monitoring results for four quarters since the soil NFA letter was issued. The contaminant concentrations in the groundwater monitoring wells remained below the groundwater cleanup levels. Accordingly, the report requests that Ecology issue a final NFA letter for the facility.

In December, 2000, Ecology issued a Completion of Monitoring letter. The letter indicated that the monitoring required by the interim NFA letter had been satisfactorily completed, that no further monitoring was required, and that the monitoring wells could be abandoned (Appendix D). Information in Ecology's files indicates the monitoring wells were properly abandoned in March, 2001.

316 116th Avenue NE (Dodge of Bellevue)

An Initial Site Screening and Underground Storage Tank Testing report was issued for the parcel in October, 1987. The report indicated that waste oil was stored in two 250 gallon above ground tanks. Waste oil and reportedly some solvents were burned in the shop heater.

Prior to installation of the above ground tanks, waste oil was stored in a 575 gallon UST located beneath the driveway adjacent to the north outside wall of the auto maintenance facility. At the time of the site visit, the UST was filled with water and a small amount of oil. Testing of the UST showed it to be tight (not leaking). Oil contaminated catch basins were also identified near the UST and car wash.

A figure in the report shows the location of the suspect catch basins. The report rated the site as "medium potential environmental hazard and cleanup liability" due to the possible presence of subsurface soil and/or groundwater contamination. The report recommended installation of a shallow soil boring near the two catch basins to evaluate subsurface conditions, excavation and removal of the underground UST, further investigation of the discharge point for the catch basins, and that waste solvents no longer be burned in the shop heater with the waste oil.

A Tank Removal and Site Investigation Report was issued for the parcel in January 1989. The background section of the report indicates that the waste oil UST was no longer used. It also indicated that hydraulic lifts had been previously used in the service area. No further discussion of the former hydraulic lifts was noted in this or subsequent environmental reports.

During the waste oil UST removal, contaminated soil was excavated from below the UST until the water table was encountered (approximately 7-8 feet bgs). A thin (1/4 inch) layer of free petroleum product was noted on the groundwater in the excavation.

Groundwater samples from beneath the UST contained detectable concentrations of BTEX that were below cleanup levels for drinking water. The report concluded that contamination likely migrated from the on-site drain system located potentially upgradient from the UST. The report recommended that Ecology be notified of the groundwater contamination, the installation and sampling of three to five monitoring wells, and the investigation, rerouting to the sanitary sewer, or removal of the drain systems.

An environmental site assessment was completed in October 1990 to provide information about potential hydrocarbons in soil and groundwater. Four monitoring wells were installed. Soil samples collected

during the drilling reported TPH concentrations below the draft MTCA soil cleanup standards. No halogenated hydrocarbons were detected in soil samples collected from each boring. Groundwater from two monitoring wells detected BTEX concentrations above the MTCA Level A levels. A possible source of the BTEX was the former drain system and leach field. TPH from all wells were below detection limits. Alteration of the on-site drainage system and periodic monitoring of the groundwater was recommended.

As part of the 1990 assessment, the drainage for the shop floor drains was investigated. It was determined that the interior drains were piped to a central drain inside the shop area. From the central drain, the drain piping ran to an on-site drain field rather than the sanitary sewer. Upgraded sanitary and storm sewer connections, including catch basins and inlets along with two 450 gallon oil water separators, were installed in January 1992. During the upgrade, sections of the existing exterior and interior piping were exposed and/or replaced. However, portions of the original piping under the building were not replaced or evaluated. The excavated soil was monitored for volatile organics using an organic vapor meter (OVM). No significant contamination was detected.

A Phase I and subsequent Phase II ESA were completed for the parcel in July and October, 2000, respectively. Research performed for the Phase I indicated that Ecology required further investigation to estimate the nature and extent of petroleum impacted soils and groundwater before Ecology could decide whether further remedial action was required.

The Phase II was completed to 1) investigate potential soil and groundwater contamination around the former location of a 500 gallon UST, 2) investigate potential soil and groundwater contamination around the former service area drain field, and 3) assess the potential for residual contamination from an adjacent upgradient off-site source (the former adjacent Eastside Chrysler Jeep 400 116th Ave NE property). Soil samples were collected from nine borings. Borings in the vicinity of the former waste oil UST reported gasoline and diesel range organics exceeding the MTCA Method A limits. No VOCs or polycyclic aromatic hydrocarbons (PAHs) were detected and no metals exceeding MTCA Method A were reported.

Groundwater samples were collected from five borings/wells and analyzed for TPH, BTEX, and priority pollutant metals. All groundwater results were essentially at or below MTCA Method A groundwater cleanup levels. The report concluded that contamination previously reported in 1988 seems to have largely degraded since the UST was removed. Also, the threat to human health or the environment was considered reduced due to the asphalt pavement over the area, the fact that the shallow aquifer is not used as a drinking water source, and the 600 foot depth of the regional groundwater aquifer.

Twelve borings were sampled in the vicinity of the former waste oil UST during a site investigation completed in November 2001. Three borings reported petroleum hydrocarbon concentrations exceeding MTCA method A. The report estimated the removal of 26 yards of contaminated soil would be needed to remediate the site.

In March 2003, an area 22 feet long, 13 feet wide and 7 feet deep was excavated to remove contaminated soils for off-site disposal. The extent of the excavation was limited due to underground utilities. Bottom and side wall samples were collected to confirm removal of the contamination. One confirmatory sample exceeded MTCA method A soil cleanup levels. The report concluded that the contamination may not be associated with the historic waste oil UST.

In November 2003, a report was issued documenting the third party oversight of the additional soils remediation cited above. The oversight contractor submitted seven confirmatory soil samples for analysis.

Two samples were reported to have concentrations over the MTCA method A level for gasoline range organics. It was determined at the time that additional excavation of contaminated soils would require shoring and supporting the building foundation as it appeared that contamination may extend under the building footprint.

Follow-up remediation activities in the vicinity of the former waste oil UST and an oil/water separator pipeline were reported in January 2004. An area 22 feet long, 9 feet wide and 8 feet deep was excavated to remove approximately 63 tons of contaminated soil for off-site disposal.

An old oil/water separator line was encountered along the eastern portion of the building foundation. The line was not properly capped and was leaking fluid into the engineered trench backfill of the existing oil/water separator line. Ten bottom and side wall samples were collected to confirm removal of the contamination. All confirmatory samples were below MTCA Method A soil cleanup levels. The report concluded that the owner should request closure from the Washington Department of Ecology (Appendix D).

In November, 2004, Ecology issued an NFA letter for the soil at the property. A Leaking Underground Storage Tank Data Summary form in the Ecology files noted that free product had been observed on the groundwater during the original UST removal, and that groundwater samples collected in 1990 had contained elevated BTEX concentrations. As a result, an entry on the form indicated that the groundwater issue at the parcel would remain outstanding on the Ecology database (Appendix D).

The file contained communication between Ecology staff regarding the groundwater issue at the parcel. The author of the NFA letter indicated that he believed the groundwater issue was not significant. A subsequent entry on the Data Summary form reflects the communication. It states that comparison of the 1990 results to the updated (as of 2001) MTCA groundwater cleanup levels indicated that only benzene would have exceeded the current cleanup level. It was also noted on the form that the benzene concentration would have substantially decreased in the 14 years since the groundwater sample was collected.

Historical Use Information on the Property

The objective of conducting historical research is to develop a history of the previous use of the property and surrounding areas. This research helps to identify the likelihood that past site use may have led to the development of a recognized environmental condition in connection with the property. Historical information was obtained through a review of the previous environmental reports and a review of historic aerial photographs.

The Eastside Chrysler Jeep parcel was apparently undeveloped until at least the 1950s, when the property was developed for residential purposes. The property was subsequently developed as an auto dealership in 1960.

Available information from previous reports indicates that the Dodge of Bellevue parcel was developed as a farm residence as early as 1920. The property use apparently did not change until the parcel was developed as an auto dealership in 1965.

Aerial Photographs

Aerial photographs obtained from EDR were analyzed for the purpose of identifying potential past environmental hazards, site uses of environmental concern, cultural changes, and land utilization patterns. Photographs from 1965, 1977, 1985 and 1990 were reviewed for the subject property. In addition, a 2002 aerial photograph from TerraServer (<http://terraserver.microsoft.com>) was reviewed for the subject property. Copies of the aerial photographs are provided in Appendix D.

The 1965 photo shows the Eastside Chrysler Jeep building largely as it exists today. While the scale of the photograph makes it difficult to discern specific details, it appears that the area immediately adjacent to the building is paved, and the majority of the property between the building and 116th Avenue is unpaved. The east end of the property and the adjacent parcel to the south appear wooded and undeveloped. The railroad tracks are apparent along the east edge of the property. Further east, the area is wooded and undeveloped.

The area between the Eastside Chrysler Jeep building and the Dodge of Bellevue building appears vacant and undeveloped. An unpaved access road transects the center parcel.

The Dodge of Bellevue building appears to be under construction. The area surrounding the building appears to be graded, but no cars are visible. Immediately north of the Dodge of Bellevue building, the area appears to contain active automotive dealerships. West of the subject property, across 116th Avenue, the area appears to be largely undeveloped, although a limited number of single family homes are visible. East of the railroad tracks, the area is wooded and undeveloped.

The 1977 photo shows similar conditions as exist today at the subject property. With the exception of the small outbuilding at the Dodge of Bellevue parcel, the buildings appear to be the same as current conditions. The center parcel is paved and occupied by inventory. Much of the area east, west and south of the subject property has been developed for commercial uses.

The 1985 photo does not indicate any significant changes or additional development of the subject property or the immediate area. The small outbuilding immediately southwest of the Dodge of Bellevue building is apparent in the photo. Farther south and west, additional commercial development has been completed.

The 1990 photo shows what appears to be a paved parking area behind (west) the residential building immediately west of the subject property. Further west, the NE 4th Street freeway overpass has been constructed. Additional commercial development has been completed southeast of the subject property. No other changes are apparent from the previous photo.

The 2002 photo shows the subject property largely as it exists today. The former Eastside Chrysler Jeep dealership has been demolished immediately north of the Dodge of Bellevue building. To the west, the post office and a hotel have been constructed. East of the property, across the railroad tracks, the properties have been redeveloped with big box retail facilities.

Sanborn Fire Insurance Rate Maps

SCS Engineers investigated whether Sanborn Company maps are available for the area of the subject property. Sanborn maps were originally prepared for the use of fire insurance companies. The maps can be a valuable historical resource because in many cases they provide information about property uses and features (such as fuel tanks) that could indicate a potential recognized environmental condition or other

issue of environmental concern. However, Sanborn maps were not available for the subject property (Appendix D).

City Directories

City street directories were not reviewed for this project.

Interview with Persons Knowledgeable of the Site History

The current owner of the Dodge of Bellevue dealership was interviewed about the site history. He indicated that the site activities have been fairly consistent during the 12 years he has been associated with the Dodge of Bellevue parcel (Ref. 2).

Summary of Site History and Environmental Implications

The available information indicates that the subject property was used for farming and limited residential use until it was developed in the 1960s with the current automotive dealerships. Environmental issues associated with the historical property use are related to the automotive sales and service operations. The specific issues have been documented in the available reports for the subject property.

Historical Use Information on Adjoining Properties

Historical uses of the adjoining properties were identified during the historical record review process. The commercial activities at the adjoining properties have been similar to the activities on the subject property. The available documents indicate that the environmental issues are similar, with contamination issues primarily involving petroleum products.

5. SITE RECONNAISSANCE

Methodology and Limiting Conditions

The general methods used and any limitations to this ESA are discussed in Section 1 of this report. SCS Engineers was afforded free access to the subject property. There were no specific limitations or special methods required for the reconnaissance.

General Site Setting

The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions and other non-scope conditions in connection with the subject property.

On September 7, 2005, Brian Doan of SCS Engineers performed an exterior and interior site reconnaissance to assess areas of the subject property for evidence of obvious or suspected hazardous substance contamination. Evidence of potential contamination includes items such as stained soils, dying vegetation, exposed trash, fill ports or vent pipes from USTs, or other similar signs.

The site reconnaissance was performed in two parts: first the Bellevue Dodge parcel was inspected, and then the Eastside Chrysler Jeep parcel was inspected. The SCS Engineers inspector was accompanied at Bellevue Dodge by Luke Blackwell (the dealership owner) and Brad Wolf (service manager). At Eastside Chrysler Jeep the SCS Engineers inspector was accompanied by Terry McCoy (service manager). Site photographs are included in Appendix C of this report.

Exterior and Interior Observations

A summary of uses and conditions consistent with ASTM Standard E 1527-00 regarding the subject property is provided below. For each of the uses or conditions identified [X], detailed information is discussed following the summary.

Identified

YES NO

- | | | |
|-------------------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Hazardous Substance in Connection with the Subject Property Use |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Petroleum Products in Connection with the Subject Property Use |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Aboveground or Underground Storage Tanks (ASTs/USTs) |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Suspect Containers Not in Connection with Subject Property Use |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Electrical or Mechanical Equipment Likely to Contain PCBs |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Interior Stains or Corrosion |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Dry wells, Drains or Sumps |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Wastewater Discharges |

- | | | |
|-------------------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Septic or Sewage Tanks |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Pits, Ponds or Lagoons |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Pools of Liquid or Standing Water |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Solid Waste Dumping, Landfills or Suspected Fill Material |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Stained Soil or Pavement, Leaking Pipes and Equipment |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Stressed Vegetation |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Wells |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Odor |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | General Housekeeping |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Other Uses or Conditions of Concern |

Hazardous Substances in Connection with the Subject Property Use

The subject property is occupied by two auto dealerships, which both have service departments that maintain and repair automobiles. Hazardous substances observed at both dealerships were limited to lead-acid batteries (new and used), engine coolant, and brake fluid. These hazardous substances appeared to be well managed at the time of the site reconnaissance.

Additional hazardous substances observed at Dodge of Bellevue included a mobile cart for waste gasoline (approximately 10 gallons) and several 55-gallon drums of material that is sprayed onto truck beds as a protective coating (Rhino Lining). The empty drums of this coating contain 1 to 2 inches of product. The Dodge of Bellevue service manager stated that the residual product is activated to form a solid, which can be disposed of as non-hazardous solid waste.

Petroleum Products in Connection with the Subject Property Use

Both dealerships have new oil and waste oil in above-ground storage tanks (ASTs). See discussion below for Aboveground or Underground Storage Tanks.

Aboveground or Underground Storage Tanks (ASTs/USTs)

Both dealerships have new oil and waste oil in ASTs. At Dodge of Bellevue there is a 600-gallon AST of new oil (10W-30), a 250-gallon AST of automatic-transmission fluid, two 100-gallon ASTs of heavier oil (15W-40), and two 60-gallon ASTs of light oil (5W-20). In addition, Dodge of Bellevue has two waste-oil ASTs with a combined capacity of approximately 400 gallons.

At Eastside Chrysler Jeep there is a new-oil AST of approximately 750 gallons, an automatic-transmission fluid AST of approximately 300 gallons, and an AST for new coolant of approximately 250 gallons. In addition, Eastside Chrysler Jeep has two waste-oil ASTs with a combined capacity of 1,200 gallons and a waste-coolant AST of 250 gallons capacity.

Site contacts for both dealerships reported that no USTs are associated with either dealership. No heating oil is used at the subject property. All petroleum storage is above ground.

Interior Stains and Corrosion

Oil staining was observed on the concrete floors throughout the service areas at both dealerships. Heavier staining was present along walls, particularly at work benches, where oil filters are crushed for recycling, and at the wall-mounted pumps that serve to remove waste oil from mobile carts and send it to the waste-oil ASTs. Drains observed in the service areas appeared to be oil stained.

Drywells, Drains, or Sumps

Drains were observed at both auto dealerships that occupy the subject property. The drain systems and their maintenance are similar.

Drains are present inside the service bays at both dealerships. Drains include trench drains as well as smaller drains with symmetrical openings. The interior drains reportedly are plumbed to one oil/water separator at each dealership. The service managers stated that the oil/water separators are cleaned out annually consistent with the requirements of the City of Bellevue. Drains observed in the service areas appeared to be oil stained at the time of the site reconnaissance.

Stormwater drains are present throughout the subject property. The service managers stated that the storm-water catch basins are pumped out annually consistent with the requirements of the City of Bellevue. At Eastside Chrysler Jeep, filter media are installed in each stormwater catch basin. The filters serve to keep sediment out of the catch basins. It is unclear whether the filters used by Eastside Chrysler Jeep also trap oils. No filters are present in the storm drains at Dodge of Bellevue.

Several storm drains at Dodge of Bellevue are located within 20 to 25 feet of the service bays in a down-slope direction. Therefore, these storm drains are at risk of receiving oily water or other contaminants in the event of a spill, errant floor washing, or tracking of such contaminants out the doors of the service bays.

A sump system is present at Eastside Chrysler Jeep to catch and discharge groundwater seeps that would otherwise discharge through the east wall of the service bay. The east service area is cut into the hillside and is thus below grade. Sump pumps are reportedly present to discharge the collected water to the municipal storm drain system.

Wastewater Discharges

As mentioned above, drains are present inside the service areas at both auto dealerships at the subject property. Service managers at both dealerships expressed confidence in their oil/water separators and mentioned that the separators are cleaned out annually consistent with the requirements of the City of Bellevue. However, floor drains in the service areas present the likelihood that waste water from floor washing would leave the site. The floor drains appeared oil-stained at the time of the site reconnaissance.

Stained Soil or Pavement

Stained pavement was observed outside the service bays at Dodge of Bellevue. The pavement staining appeared to be the result of occasional small spills and tracking of spills outside on the tires of cars being

serviced. A small quantity of stained soil was observed across the parking lot to the south where a track of pavement staining ended in a thin row of grass along a chain-link fence.

Stained pavement was observed at Eastside Chrysler Jeep on the south side of the service bays where waste-oil ASTs and an air compressor are located. The staining at the air compressor appeared to be related to draining oily condensate out of the compressor onto the surrounding pavement. Stormwater drains are present nearby serving the adjacent wash rack.

Wells

As previously discussed, environmental investigations and remedial efforts have been conducted at both auto dealerships at the subject property. Several groundwater monitoring wells were observed along the north side of the Dodge of Bellevue buildings. No wells were observed inside the building.

At Eastside Chrysler Jeep, concrete patches were observed at the former locations of groundwater monitoring wells. According to the Eastside Chrysler Jeep service manager, all of the environmental monitoring wells in the south portion of the subject property were closed by a well driller approximately two to three years ago.

Housekeeping

Housekeeping at the Dodge of Bellevue dealership was observed to be fair to poor at the time of the site reconnaissance. The service area floor was generally oily with heavier oil staining along walls, near work benches, and where used oil and filters are collected. Plastic truck-bed liners and used tires were observed in the back of the property (east side). Two 55-gallon drums of spray-on truck-bed lining (Rhino-lining) were present also at the rear of the property. The bungs were missing from both drums, and one appeared to be approximately half full of liquid, which was suspected to be rain water.

Housekeeping at the Eastside Chrysler Jeep dealership was observed to be fair at the time of the site reconnaissance. The service area floor was generally clean. Although limited oil staining was observed around the air compressor and waste-oil ASTs, there was no observed evidence of spills outside the service areas or tracking of oil outside from the service bays. A collection of 55-gallon and 16-gallon drums was present inside the service bay next to the AST that contained new oil. Many of the 16-gallon drums contained waste oil filters, but most of the drums appeared to be empty. One of the two waste-oil ASTs is located outside without cover from rain.

Non-ASTM Items Considered

Section 10 of this report describes a list of non-ASTM items that can be added to an ASTM ESA. Consideration of these items can be elected for inclusion in the scope of work for the ESA by the user of the report for business risk considerations. The list is not all-inclusive and other considerations can be added at the discretion of the user.

During the course of this ESA, SCS Engineers noted the following non-scope items that could have an environmental impact on the current or future use of the subject property.

Asbestos-Containing Building Materials (ACBM)

Asbestos was historically a component of certain types of building materials (e.g., vinyl flooring, ceiling textures, structural fireproofing). The manufacture of most asbestos-containing building materials

(ACBM), especially potentially friable ACBMs, ended in the late 1970s, except for roofing tars and mastic, which were restricted in 1983. However, existing inventories of products could still be used. In addition, a few ACBMs are still being manufactured (e.g., certain roofing materials, cement-asbestos pipe, etc.). In general, buildings constructed after 1985 have a reduced potential for friable ACBMs and only a low potential for non-friable forms of ACBMs such as vinyl floor tile.

Tax assessor's records indicate that improvements on the subject property were constructed in 1960 and 1965 with subsequent additions built at Dodge of Bellevue in 1981 and 1984. Consequently, ACBMs can be present in a variety of building materials at the subject property. During the site reconnaissance, a visual (non-invasive) assessment for potential ACBMs was performed. Potential ACBMs observed in the building(s) include:

- Vinyl floor tiles and mastic in office areas, showrooms, and parts departments
- Roofing materials
- Drywall taping compound

Without sampling and analysis, it is not possible to definitely identify ACBMs.

Based on the age of the buildings, sampling should be performed in specific areas where planned remodeling or demolition would include disturbing potential ACBM where those materials are not known to be of more recent manufacture. Materials observed during the site reconnaissance appeared to have been installed recently (less than 20 years old) and were considered to be in relatively good condition. ACBM may be present in areas that are not readily accessible (i.e., behind walls, under carpet, etc.). If in good condition, identified ACBMs can be managed in place with an operation and maintenance (O&M) plan, or removed based on accessibility, condition, or policies of the ownership.

Lead-based Paint (LBP)

In 1973, the Consumer Product Safety Commission (CPSC) established a maximum lead content in paint of 0.5 percent by weight (or 1.0 mg/cm²) in a dry film of newly applied paint. In 1978, the CPSC lowered the allowable lead level in paint to 0.06 percent. The use of LBP was not prohibited until 1980. Buildings constructed or renovated between 1940 and 1980 have a much higher probability of containing LBP.

Improvements at the subject property were constructed in 1960 and 1965 with subsequent additions built at Dodge of Bellevue in 1981 and 1984. Therefore, given the vintage of the main buildings at the subject property, it is likely that LBP is present. Similar to ACBM, sampling and analysis of material that may include LBP is required before any demolition can be performed. The sampling is necessary to ensure proper handling and disposal in the event the material contains elevated lead concentrations. We observed the paint to be in good condition.

Environmental Features and Potential Release/Impact Analyses—Summary

Observations made during the site reconnaissance suggest that the floor drains, and to a lesser extent the storm drains, have received small but chronic discharges of auto-related wastes, principally waste motor oil. Although the drains inside the service areas are served by one oil/water separator at each dealership, the separators provide only a gross, physical separation of floating petroleum from the water. The separators do not address dissolved petroleum in the water.

Past practices, which might have included washing down the shop floors, might have delivered more oil to the systems than is being delivered currently. If voids (cracks, fractures, etc.) have developed in the drain lines or catch basins during the operational life of the two dealerships, the result could be an impact to the subsurface from the oily water in the drain lines.

6. INTERVIEWS

Interviews with knowledgeable parties will many times be a source of information that could indicate the presence of a recognized environmental condition associated with the subject property. Individuals that may have relevant information may include the owner, site manager, site occupants, local governmental officials and others.

Interviews were conducted with persons as noted in the following table. Records of Communications created during interviews are included in Appendix F of this report. Information reported by interviewed parties is discussed in appropriate sections of the report.

Persons Interviewed

Name	Function	Employer	Date	Phone
Luke Blackwell	Owner	Dodge of Bellevue	September 7, 2005	425-454-8411
Brad Wolf	Service Manager	Dodge of Bellevue	September 7, 2005	425-454-8411
Terry McCoy	Service Manager	Eastside Chrysler Jeep	September 7, 2005	425-453-3223

7. FINDINGS AND OPINION

The subject property consists of three contiguous tax parcels comprising approximately 6.9 acres. The northern parcel is occupied by the Dodge of Bellevue dealership. The southern parcel is occupied by the Eastside Chrysler Jeep dealership. The center parcel is a paved lot used for storing new and used car inventory. The subject property is located on Bellevue's "Auto Row," with additional automotive dealerships located to the north and south.

The subject property was used for farming and residential purposes until the 1960s when the automotive dealerships were developed. Historic environmental issues associated with the subject property and the surrounding areas are primarily related to the automotive dealerships.

Numerous known and suspected contaminated sites were identified within the ASTM search radii from the subject property. Many of the contaminated sites were located west of the subject property, on the west side of Interstate 405. Regulatory files that were reviewed for selected contaminated sites did not suggest a potential environmental impact to the subject property from off-site sources.

Considerable environmental work has been completed at the Eastside Chrysler Jeep and the Dodge of Bellevue parcels. Documents and previous reports related to the investigation and cleanup activities were provided to SCS for review and evaluation. Each parcel is discussed separately below.

Eastside Chrysler Jeep

Subsurface contamination was documented at the parcel in the late 1980s. A waste oil UST and associated contaminated soil was apparently removed from the parcel in 1988. Subsequent investigations identified soil and groundwater contamination related to activities in the back service bay area of the dealership, with the contamination primarily related to former lift hoist vaults and an oil water separator.

According to a 1994 report, sludge removed from a lift hoist vault contained detectable concentrations of PCBs in addition to petroleum hydrocarbons and industrial solvents. However, no further discussion of potential PCB contamination was provided in any of the reports reviewed by SCS.

Based on the site investigation results presented in the 1994 report, approximately 900 to 1,000 cubic yards of contaminated soil was present beneath the north end of the back service bay. A remediation plan was prepared for the parcel. The lift hoist vault was sealed with bentonite to limit further groundwater impacts, and ORC was introduced into the subsurface to facilitate degradation of the petroleum contamination. Analysis of subsequent soil data indicated that the residual soil contamination did not represent a potential risk to human health, and the predicted groundwater impacts would be below the applicable cleanup levels.

Ecology issued an NFA for the parcel in January 2000. The NFA was contingent on additional groundwater monitoring to demonstrate that the remaining contaminated soil was no longer impacting the shallow groundwater. A September 2000 groundwater monitoring report documented that the contaminant concentrations had remained below the applicable groundwater cleanup standards for four quarters since the NFA letter was issued. In December, 2000, Ecology issued a Completion of Monitoring letter that indicated that no further monitoring was required and the monitoring wells could be abandoned.

No groundwater data have apparently been collected from the parcel since 2000. While the contaminant concentrations remained below the cleanup levels during the 2000 monitoring, it was noted when

reviewing the groundwater data that the benzene concentrations were gradually increasing. Although the benzene would likely degrade in the five years since the monitoring terminated, residual groundwater contamination may remain at the parcel.

The residual contaminated soil and, possibly, groundwater are considered a recognized environmental condition at the Eastside Chrysler Jeep parcel. However, under the current site conditions, the residual contamination does not appear to represent a risk to human health or the environment.

Dodge of Bellevue

A waste-oil UST was removed from the parcel in 1989. Observations during the UST removal indicated that a thin layer of free product was present on the shallow groundwater encountered in the excavation. Groundwater sampling performed after the UST removal identified BTEX contamination, although the source of the contamination was suspected to be a drain field upgradient of the former waste-oil UST.

The 1989 report indicated that hydraulic lifts were previously used in the service area. If the lifts were in-ground, rather than the above-ground lifts currently used at the facility, hydraulic oil piping, hydraulic cylinders and lift vaults may have existed at the property. However, no further information was available regarding the reported previous hydraulic lifts.

During the 1989 investigation, the routing of the piping from the service area floor drains was assessed. It was confirmed that the piping ran to a central, internal drain, and then discharged to an on-site drain field. The sanitary and storm drainage system was upgraded in 1992, and the service area drains were connected to the sanitary sewer. Although much of the original piping was exposed and/or replaced, portions of the original piping beneath the building were not investigated or replaced.

Additional site investigation in 2000 and 2001 identified soil and groundwater contamination in the vicinity of the former waste-oil UST. Contaminated soil was excavated from the area on two occasions in 2003. During the second excavation, a former drain pipe was discovered and capped. The excavation extended to the edge of the north side of the building. Confirmation samples collected from the excavation did not contain contaminant concentrations in excess of the cleanup levels.

The report prepared after the second excavation recommended requesting an NFA determination from Ecology. An NFA letter for the contaminated soil was issued by Ecology in November, 2004. Subsequent entries on a Data Summary form indicated that Ecology staff believed the groundwater contamination detected during the 1990 investigation would likely have degraded.

The available documents suggest the contaminated soil discovered on the north side of the Dodge of Bellevue parcel has been largely removed, and an NFA determination has been issued. However, the available information suggests there may have been in-ground hydraulic lifts in the service area. As discussed for the Eastside Chrysler Jeep parcel, soil and groundwater contamination was related to the hydraulic lifts and associated vaults. Accordingly, the possible presence of in-ground hydraulic lifts at the Dodge of Bellevue parcel is considered a recognized environmental condition.

Further, portions of the original drain piping beneath the building were not investigated or removed when the drainage system was upgraded in 1992. Typically, drain pipe beneath buildings is butt-jointed, and leaks from the butt-joints are common. The environmental reports indicated that discharges to the on-site drain field were believed to have contributed to the contamination discovered near the former waste-oil UST. Leaks from the drain piping beneath the building would likely have caused similar contamination.

Accordingly, potential soil and groundwater contamination near the drain piping beneath the building is also considered a recognized environmental condition.

Potential Redevelopment Issues

Broadreach Capital Partners has indicated an interest in possibly redeveloping the subject property. Although the nature of the possible redevelopment has not been finalized, several assumptions were made to assess the potential impacts of known and suspected residual site contamination during the redevelopment:

- The redeveloped property would continue to support commercial use. Residential redevelopment is not envisioned.
- The redevelopment would involve demolition of the current buildings.
- Excavation and site grading would be required to support the construction of one or more new buildings. It is assumed that the excavation activities would not extend more than approximately 10 feet below the existing ground surface.

Demolition of the buildings will require a survey to identify hazardous building materials, including asbestos and lead-based paint. Assessing the two dealership buildings and developing plans and specifications for removing and managing the hazardous building materials is estimated to cost approximately \$15,000 to \$20,000, depending on the number of samples that must be collected and analyzed. At this time, insufficient information is available to SCS to estimate the possible removal and disposal costs for hazardous building materials at the subject property.

At the start of the remediation program for the Eastside Chrysler Jeep parcel, approximately 900 to 1,000 cubic yards of contaminated soil was estimated to remain beneath the back service bay area. The sources of the contamination (the lift hoist vaults and the oil water separator) were apparently addressed. Subsequently, ORC was introduced into the subsurface to facilitate degradation of the contamination. These activities likely reduced the volume of contaminated soil in the back service bay area, although no soil data are available to confirm this presumption.

In addition, the soil cleanup regulations changed in 2001, and the allowable concentrations for some of the contaminants encountered at the site (i.e., diesel and oil) were increased. Unfortunately, much of the soil data from the previous investigations were obtained using obsolete analytical methods, making direct comparison of the previous results with the current regulations impossible. However, it would be reasonable to expect that current soil cleanup levels may result in a reduction in the amount of soil that would be considered contaminated.

The redevelopment assumptions include demolishing the existing buildings, followed by excavation and site grading to support the redevelopment. The residual contaminated soil known to exist under the back service bay will be encountered, and will have to be properly managed. Other isolated, contaminated areas that were not identified beneath the building during the previous investigations may also be encountered. Therefore, although the reported remedial efforts and the change in the regulations may have reduced the volume of contaminated soil in the back service bay, it is assumed for this evaluation that up to 1,000 cubic yards of contaminated soil may be encountered during the redevelopment of the Eastside Chrysler Jeep parcel.

It is suspected that contaminated soil may be present beneath the Dodge of Bellevue parcel. Potential sources include the original drain lines that remain beneath the building, and the possible use of in-ground hydraulic lifts. Although no site information is available to support an estimate of the possible volume of contaminated soil, the potential contamination sources are the same as the identified sources at the Eastside Chrysler Jeep parcel. Therefore, to provide a conservative estimate, it is assumed for this evaluation that up to 1,000 cubic yards of contaminated soil may also be encountered and require proper management during the redevelopment of the Dodge of Bellevue parcel.

A cost of \$100 per cubic yard was used to develop an estimated cost for managing contaminated soil that may be encountered during the redevelopment of the subject property. This cost includes:

- Soil management and health and safety plans.
- Regulatory negotiations.
- Excavation, stockpiling and temporary on-site management of the suspected contaminated soil.
- Soil sampling in the excavation and of the stockpiled material. Rush (24-hour) laboratory analysis was assumed for the cost.
- Hauling and off-site disposal. Landfill disposal was assumed because of the possible presence of low PCB concentrations at the Eastside Chrysler Jeep parcel. A disposal cost of \$45/cubic yard was assumed.
- Backfill material and compaction for the excavations.
- Preparing and submitting cleanup reports.

Up to 2,000 cubic yards of contaminated soil may be encountered during the site redevelopment. Proper management of the contaminated soil is estimated to cost up to \$200,000. It should be noted that this is considered a conservative cost estimate. The estimated contaminated soil volumes for the two parcels are qualified above. In addition, the estimated cost assumes the soil remediation activities are completed somewhat independent of the site redevelopment. The costs associated with excavation and off-site disposal of a similar volume of uncontaminated soil, if necessary for the redevelopment, would normally be subtracted from the estimated remediation costs.

Contaminated groundwater may also be encountered during the redevelopment. Given the shallow nature of the groundwater, particularly in the south end of the subject property, it is assumed that the design for the redevelopment would not include subsurface structures that would require permanent dewatering. Therefore, it is assumed that management of any contaminated groundwater would be limited to the construction activities, primarily utility and foundation installations.

Previous work at the subject property has suggested a relatively low groundwater flow velocity, likely due to the low permeability of the subsurface materials. Accordingly, it is assumed that the groundwater can be managed during the construction without the need of an extensive dewatering program. While monitoring, and possibly treatment, of the groundwater will be necessary, it is expected that management of the groundwater during construction can be accomplished within the conservative cost estimated for soil management.

As discussed above, uncertainty exists regarding the quantity of residual contaminated soil that remains at the Eastside Chrysler Jeep parcel, whether contaminated soil exists beneath the Dodge of Bellevue building, and whether contaminated groundwater is present on the subject property. The estimated cost presented above is based on the available information. While the estimated cost is considered conservative, it is also considered reasonable at this point for planning purposes. Additional soil and groundwater sampling would be needed at the subject property to address the uncertainty and to provide a more definitive cost estimate for managing contaminated soil and groundwater during the redevelopment construction.

8. CONCLUSIONS

SCS Engineers completed a Phase I ESA for the Dodge of Bellevue property. As part of the ESA, SCS was asked to provide estimated costs for managing environmental issues that may be encountered during possible future redevelopment of the subject property.

Considerable environmental work has been completed at the subject property since the late 1980s. The projects have involved UST removals, soil and groundwater sampling, drainage system upgrades, contaminated soil excavation, ORC injection, and groundwater monitoring.

Soil contamination is known to exist beneath the building at the Eastside Chrysler Jeep parcel. The contamination is related to former lift vaults and an oil water separator in the back service bay area. An NFA was issued for the contamination in January 2000, and a Completion of Monitoring letter was issued in December 2000.

Soil contamination related to a former waste oil UST on the north side of the Dodge of Bellevue parcel was removed, and an NFA was issued in November 2004. However, soil contamination is suspected to exist beneath the building. The suspected contamination is related to former in-ground hydraulic lifts and to drain pipes beneath the building.

Up to 2,000 cubic yards of contaminated soil may be encountered during future redevelopment of the subject property. A value of \$100/cubic yard was used to estimate the possible costs associated with proper management of the contaminated soil during the redevelopment. Conservatively, it is estimated that the contaminated soil may cost up to \$200,000 to manage during the redevelopment. A limited quantity of contaminated groundwater may also require management during the redevelopment. However, it is expected that the limited quantity of groundwater can be managed within the conservative cost estimate provided for the soil management.

Uncertainty exists with respect to the amount of contaminated soil and groundwater that may be encountered during the redevelopment. Additional site investigation would be needed to address the uncertainty and provide information necessary to refine the estimated cost for managing the contaminated soil and groundwater.

9. DEVIATIONS

In addition to ASTM standard practice for Phase I site assessments, this report includes the following elements:

- A limited survey was conducted to identify the existence of suspect asbestos-containing building materials.
- A discussion of lead-based paint is provided.
- The estimated costs were developed for proper management of contaminated soil that may be encountered during the redevelopment.

10. ADDITIONAL SERVICES

Any additional services contracted for between the user and the environmental professional, including a broader scope of assessment, more detailed conclusions, liability/risk evaluations, recommendation for Phase II testing, remediation techniques, etc., are beyond the scope of the ASTM standard practice, and should only be included in the report if so specified in the terms of engagement between the user and the environmental professional.

ASTM Standard E 1527-00 acknowledges the fact that certain business environmental risks associated with a property's current or planned use could have a material environmental or environmentally-driven impact on the business or real estate transaction.

The assessment of business environmental risks may involve the investigation of several considerations that are outside the normal recognized environmental conditions that are the subject of the ASTM standard practice (non-ASTM). No implication is intended as to the relative importance of inquiry into such non-ASTM considerations. This example list of considerations is not intended to be all-inclusive.

- Asbestos-Containing Materials
- Radon
- Lead-Based Paint
- Lead in Drinking Water
- Wetlands
- Regulatory compliance
- Cultural and historical resources
- Industrial hygiene
- Health and Safety
- Ecological resources
- Endangered species
- Indoor air quality
- High voltage power lines
- Other

11. REFERENCES

Documentation of all sources, records, and resources utilized in conducting the inquiry required by ASTM Standard E 1527-00 and used in assembling this report are either appended to the report or referenced below.

This documentation helps support the findings, opinions and conclusions of this assessment. Also, the documentation will help facilitate the reconstruction of the assessment by an environmental professional other than the environmental professional who conducted this assessment.

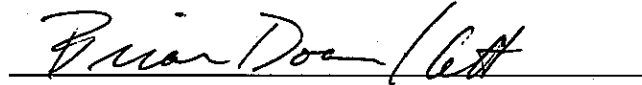
The following references and materials were used in assembling this report:

1. King County Tax Assessor's Records. Accessed through web site (www.metrokc.gov/ddes).
2. Luke Blackwell, Dodge of Bellevue Owner. Personal interview, September 7th, 2005.
3. Brad Wolf, Dodge of Bellevue Service Manager. Personal interview, September 7th, 2005.
4. Terry McCoy, Eastside Chrysler Jeep Service Manager. Personal interview, September 7th, 2005.
5. Bellevue Water Supply Information, www.ci.bellevue.wa.gov.
6. Topographic Maps. United States Geologic Survey, 1973.
7. Department of Ecology File Review. Central Files, Northwest Regional Office, Washington State Department of Ecology. September 7th, 2005.

12.SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

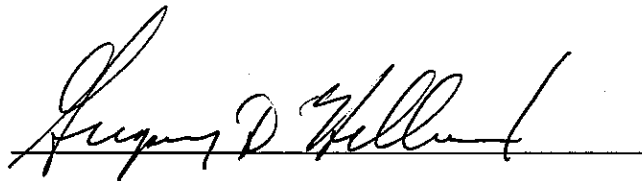
SCS Engineers has performed the Phase I Environmental Site Assessment (ESA) work in accordance with the scope of work of ASTM Standard E 1527-00. The work is consistent with general accepted environmental due diligence standards. This ESA was prepared by the undersigned.

I certify that I conducted the ESA or reviewed it, and the information presented herein, to the best of my knowledge and belief, is accurate and complete as described.

A handwritten signature in cursive script, reading "Brian Doan", written over a horizontal line.

Brian Doan
Project Scientist
SCS Engineers

I certify that I have reviewed this Phase I Environmental Site Assessment.

A handwritten signature in cursive script, reading "Gregory D. Helland", written over a horizontal line.

Gregory D. Helland, R.G.
Project Director
SCS Engineers

13. QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

This Phase I Environmental Site Assessment report of the subject property was prepared by or under the supervision of the following professionals:

BRIAN G. DOAN

Education

Certified Construction Quality Manager, U.S. Army Corps of Engineers, Seattle District, 2003

Certified Technical Writer and Editor, University of Washington Extension, 1997

Certified Environmental Technician, North Seattle Community College, 1994

B.A., University of Washington, History, 1991

Professional Registrations

ISO 14000 Lead Auditor (Provisional), 1997

Underground Storage Tank Site Assessor, Department of Ecology, 1995

Underground Storage Tank Decommissioner, International Fire Code Institute, 1995

Professional Experience

Mr. Doan has been with SCS since 1994. As an SCS project scientist, Mr. Doan coordinates and conducts a majority of the SCS field investigations and assessments in the Pacific Northwest. He is licensed by the Washington State Department of Ecology for UST site assessments, and he is certified by the International Fire Code Institute for UST decommissioning.

Mr. Doan is also SCS' health and safety officer. He has completed 40 hours of OSHA standard 29 CFR 1910.120 compliant health and safety training with annual eight-hour refresher training. He is also trained in first aid and CPR.

As an EMS auditor, Mr. Doan has been helping clients with ISO 14000 environmental management systems gap analysis and implementation since 1995.

Phase I/II Environmental Site Assessments / Investigations

- **Vehicle Facility Investigation.** Operated a drive-point sampling unit to collect soil samples from a former fueling and maintenance facility. We conducted the sampling in two stages to precisely delineate the contaminant plume by capitalizing on information from the first round of sampling.

- **South Tacoma Phase I.** Conducted a Phase I site assessment of a commercial building between two operable units of the South Tacoma Waterway Superfund Site. Because of the site's long history of industrial and commercial development, an extensive check of nearby contaminated sites, public records, and area history was necessary.
- **Fuel Spill Investigation.** Operated a drive-point sampling unit to track contaminant migration from a gasoline release in Lac La Hache, B.C. Working in concert with a mobile laboratory, soil and groundwater samples were collected and analyzed to define the contaminant plume.
- **Vehicle Wrecking Yard Investigation.** Used a direct-push sampling rig to collect soil and groundwater samples at a former wrecking yard for commercial trucks and heavy equipment. Sampling locations were based on a grid as most of the equipment had already been removed from the site and the site had recently been graded.
- **Dry Cleaner Investigations.** Sampled soil using a hand auger through the floors of several dry cleaners. During the boring, soils were screened for organic-contaminant vapors using a photo-ionization detector. Samples were collected for analysis from depths of 2 and 5 feet or as indicated by the vapor screening.
- **Chemical Plant Sediment Investigation.** Collected intertidal sediment samples near a chemical plant using a hand auger. The sampling locations were established on a grid extending more than 500 feet from the chemical plant's effluent outfall.
- **Lincoln Executive Center Hydrogeologic Characterization.** Coordinated and completed all field aspects of a detailed soil and groundwater evaluation of a commercial property in Bellevue. Proved oversight during the installation of 11 groundwater monitoring wells. Subsequently completed proper well development and performed the rounds of groundwater sampling.
- **Yard Birds Phase I and II.** Conducted Phase I and II site assessments at Yard Birds shopping center, a large commercial site. Phase I tasks included locating aerial photographs, conducting a thorough on-site inspection, interviewing the property manager, identifying nearby sites of concern, and reviewing regulatory agency files on those sites. The Phase I revealed two vehicle-maintenance garages, the location of a former gasoline station, three wetland areas, and an area of illegally dumped waste. During a limited subsurface investigation (Phase II), Mr. Doan collected soil and groundwater samples to confirm or deny the suspected presence of contamination at five separate areas around the site.
- **Lake City Plaza Phase I and II.** Conducted Phase I and II site assessments at Lake City Plaza, a shopping center in North Seattle. Based on the results of the Phase I assessment, contamination was suspected at the site's dry cleaner. Mr. Doan installed shallow soil borings through the floor of the dry cleaner and completed the borings as soil-vapor monitoring probes. Subsequent drive-point sampling and monitoring well installation helped confirm the presence of subsurface contamination and identify its extent.
- **Manhattan Village Phase I and II.** Conducted Phase I and II site assessments at Manhattan Village, a shopping center in south Seattle. The Phase I assessment identified potential sources of contamination, including a dry cleaner and a former gasoline station at the site. Two potential off-site sources of contamination were also identified. Soils and groundwater were sampled using a drive-point sampling rig and on-site mobile laboratory. The results of this investigation were used to establish the best locations for groundwater monitoring wells.

- **Everett Phase I and II.** Conducted limited Phase I and Phase II site assessments of two adjoining parcels in Everett, Washington. An adjoining parcel had been occupied by a gasoline service station for approximately 30 years. A drive point sampling rig was employed to collect soil samples along the property boundary to evaluate possible contamination from the former neighboring service station.
- **Pacific County Phase I.** Conducted a Phase I site assessment for the Public Works Department of Pacific County (Washington State). The five-acre subject property was occupied by collapsed structures, including a historic hotel. Several vehicles and various waste items had been abandoned at the site by the previous owner.
- **Trace Engineering Phase I.** Conducted a Phase I site assessment of Trace Engineering, a designer and manufacturer of electrical components. The subject company occupied five, large structures and performed a wide variety of operations including design, transformer manufacture, circuit board assembly and soldering, and product repair and testing. The Phase I assessment identified several potential sources of off-site contamination including a wood-preserving facility, an abandoned landfill, and an adjacent manufacturer of fiberglass boats.
- **Eagle Harbor Phase I.** Conducted a Phase I investigation of a site adjoining the Wyckoff/Eagle Harbor Superfund site on Bainbridge Island, Washington. Reviewed on-line regulatory databases to identify nearby underground storage tanks, closed landfills, hazardous waste generators, and hazardous waste sites. Also conducted an inspection of the building and adjoining properties and reviewed regulatory agency files on nearby sites of environmental concern.
- **Printing Company Phase I.** Conducted a Phase I site investigation of a commercial property near downtown Seattle that was occupied by a printing company. Responsibilities included locating site maps, identifying nearby hazardous waste and leaking UST sites, researching historical use of the property, conducting an on-site investigation, and interviewing tenants.
- **Bellevue Office Park Phase I.** Conducted a Phase I site investigation of a site occupied by two, large office buildings. Located aerial photographs, conducted a thorough on-site inspection, interviewed the property manager, identified nearby sites of concern, and reviewed regulatory agency files on those sites.
- **Washington National Guard PA/SI.** At the Washington National Guard's Seattle Armory, Mr. Doan conducted a PA/SI according to federal guidelines. The National Guard's primary site activities had included vehicle storage, fueling, and maintenance. Adjacent sites included a rail yard and a former landfill. The preliminary assessment revealed suspected areas of contamination including the locations of former USTs, fueling areas, waste storage areas, and an on-site dry cleaner. The site investigation involved collecting soil and groundwater samples using a direct-push sampling rig and an on-site mobile laboratory. The PA/SI satisfied the Washington Military Department's due diligence requirements and was produced within the clients' limited budget and time frame.

GREGORY D. HELLAND

Education

B.A., Geology/Distributive Science, Gustavus Adolphus College, 1983

Additional courses: Hydrogeology, Contaminant Hydrogeology

Professional Licenses

Registered Professional Geologist (R.G.) Washington, 2002

Registered Professional Geologist (R.G.) Oregon, 1991

Dept of Ecology UST Site Assessment Registration, 1991

Dept of Ecology UST Decommissioning Supervisor License, 1992

Professional Affiliations

Association of Ground Water Scientists and Engineers

National Groundwater Association

Northwest Geological Society

Washington Hydrological Society

Professional Experience

Mr. Helland joined SCS in 1986. He has over 16 years of management and project experience related to environmental monitoring, hazardous waste characterization, remediation and management, permitting, and human health and ecological risk assessment.

Mr. Helland has managed multiple investigations and assessments, performed UST removals and cleanups, and has managed numerous property transfer projects. He has overseen and managed the installation of groundwater monitoring wells through refuse, and the installation of landfill gas extraction systems. He has designed the groundwater monitoring system for inactive landfills, a regional soil treatment facility, gravel and hard rock mining operations, and petroleum contaminated sites.

Additionally, Mr. Helland has managed a number of RI/FS projects, including a highly publicized Commencement Bay project at Ruston Way in Tacoma, Washington. The site was the subject of a soil, soil vapor, sediment and groundwater investigation to determine the impacts from 80 years of industrial use of the property. Groundwater quality information was used to evaluate the potential ecological risks from the groundwater discharge to the adjacent marine waters. Specific experience includes:

Phase I/II Environmental Site Assessment / Investigation

- **AMF Bowling, Phase I Environmental Site Assessments.** Project Manager for several due diligence property assessments for commercial bowling centers located in Washington and Oregon. The properties were being acquired by AMF Bowling Worldwide as recreational facilities.
- **ARCO Station Phase I Environmental Site Assessments.** Project Manager for Phase I assessments at four separate ARCO service station properties located in western Washington. The due diligence was required by a national lender prior to the sale of these properties.
- **Camp Zama Motor Pool PA/SI, Japan.** Project Manager for a preliminary assessment with site characterization at a motor pool facility at Camp Zama, Japan. The investigation involved an initial site inspection followed by the installation of soil borings and collection of subsurface soil samples. The study characterized the vertical and horizontal extent of long-term releases from several underground diesel storage tanks.
- **Confidential Client Site Assessments.** Conducted multiple real estate preconveyance assessments that included site inspection and drilling programs to identify potential hazardous waste conditions at commercial and industrial properties prior to transfer of ownership.
- **GFI Energy Ventures Transaction Screening.** Managed multi-facility property assessments and transaction screenings at numerous electronic manufacturing facilities across the northwest and abroad. Project work included site reconnaissance, review of historical and regulatory records and interviews with facility employees. By combining the transaction screening results for all the sites into a single comprehensive report, SCS was able to achieve a significant time and cost savings to our client.
- **Leisure Time Resorts Phase I Property Assessments.** Project Director for 11 Phase I Assessments in Washington and Oregon at recreational campground resorts operated by Leisure Time Resorts. Project work included site reconnaissance, review of regulatory agency records and historical air photos and interviews with campground managers and other employees. By combining the Phase I results for 11 sites into a single comprehensive report, SCS was able to achieve a significant time and cost savings to our client. SCS was also able to provide the resources and manpower to achieve the accelerated turnaround required by Leisure Time to meet its transaction deadline.
- **Marriott Courtyard Hotels, Phase I Environmental Site Assessments.** Managed several due diligence property assessments for existing and proposed hotel properties located in Washington.
- **Municipality of Metropolitan Seattle (METRO), Seattle, WA, Phase I Assessments.** Managed several Environmental Site Assessments for METRO at a variety of urban locations, as part of their expansion of Seattle's Park & Ride transportation system. Sites varied from undeveloped land to properties containing industrial uses.
- **Robbins & Company Due Diligence Review, SeaTac, WA.** Managed a document review and due diligence search for a commercial lot near the southern terminus of Seattle Tacoma Airport. The lot was formerly occupied by a gasoline station and was the site of extensive soil cleanup. SCS was also able to provide the resources and manpower to achieve the accelerated turnaround required by our client's transaction deadline.

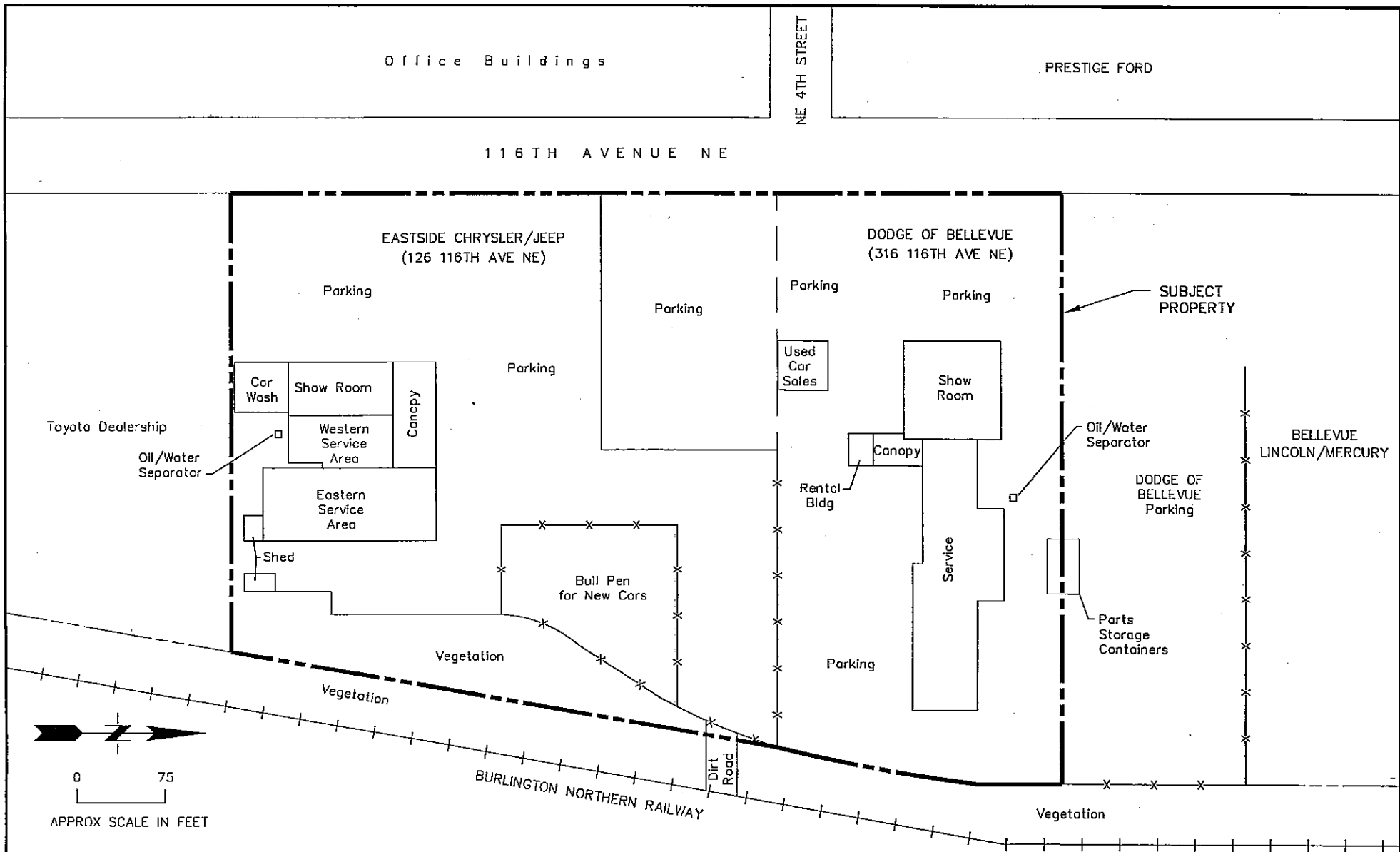
- **Summerfield Suites Hotels, Phase I Environmental Site Assessments.** Managed several due diligence property assessments for existing and proposed hotel properties located in Washington and Oregon.
- **U.S. Military Base Ordnance Area Assessments, Japan.** Managed Preliminary Assessments with Site Characterizations (PA/SI), including detailed soil sampling and human health and environmental risk evaluations, for two separate ordnance open burning/open detonation facilities at active U.S. military bases in Japan. The projects involved additional emphasis on health and safety procedures, including the use of an ordnance expert, during the field activities.
- **University of Washington Motor Pool UST Assessment, Seattle, Washington.** Provided technical assistance and oversight during a preliminary soils investigation and groundwater assessment prior to the planned removal and replacement of six USTs at the UW's motor pool facility. The field data was used to prepare a quantitative scope and cost estimate for addressing the petroleum contaminated soils during the construction activities. Also provided oversight and sampling during the UST removals to support preparation of the UST Closure Report.
- **Washington National Guard Armory, Seattle, Washington.** Project Manager for the Preliminary Assessment/Site Investigation (PA/SI) for the Washington National Guard Armory property in Seattle, Washington. Evaluated current and historic activities at the site and potential impacts from the adjacent rail yard and landfill. Sampled soil and groundwater for the presence of petroleum hydrocarbons, metals, pesticides, PCBs and polycyclic aromatic hydrocarbons, delineated the extent of the free-phase petroleum product at the site, and prepared a summary report.

APPENDICES

Appendix A	Site Vicinity Map
Appendix B	Site Plan
Appendix C	Site Photographs
Appendix D	Historical Research Documents
Appendix E	Regulatory Records Documentation
Appendix F	Interview Documentation

APPENDIX A
SITE VICINITY MAP

APPENDIX B
SITE PLAN



SOURCE: ENVIRONMENTAL PARTNERS, 2000

SCS ENGINEERS STEARNS, CONRAD AND SCHMIDT CONSULTING ENGINEERS 2405 140TH AVE NE, SUITE 107, BELLEVUE, WA 98005 (425) 746-4600	PROJECT NO.	04205026.00	DES BY	B.D.	SITE PLAN DODGE OF BELLEVUE PROPERTY 126 - 316 116TH AVE NE BELLEVUE, WASHINGTON	DATE	SEPT 2005
	SCALE	AS SHOWN	CHK BY	B.D.		FIGURE	2
	CAD FILE	FIGURE 2	APP BY	G.H.			

APPENDIX C
SITE PHOTOGRAPHS



Photo 1. View looking northeast toward the Eastside Chrysler-Jeep showroom in the south portion of the subject property (126 116th Avenue NE).



Photo 2. View looking east-northeast at the rear portion of the Eastside Chrysler-Jeep dealership. The top floor is occupied by offices and the parts department. The lower floor includes 19 service bays. An additional nine service bays are present in the building visible to the left.



Photo 3. View of accumulated drums in the southeast portion of the Eastside Chrysler-Jeep service bays (126 116th Avenue NE). At least four of the smaller drums contain used oil filters.



Photo 4. View of oil staining on pavement outside the air compressor shed on the south side of the service bays at Eastside Chrysler-Jeep. The staining appeared to be a result of draining oily condensate from the compressor directly on the ground.



Photo 5. View of a sediment filter installed in the storm-catch basin at the wash rack at Eastside Chrysler-Jeep. Each of the storm drains at 126 116th Avenue NE has a sediment filter installed.



Photo 6. View looking northeast toward the Dodge of Bellevue showroom in the north portion of the subject property (316 116th Avenue NE).



Photo 7. View looking west-northwest toward the Dodge of Bellevue dealership from near the center of the property. Note difference in topography due to the northern parcel (Dodge) being graded relatively level.



Photo 8. View of used tires and plastic truck-bed liners behind (east of) the Dodge of Bellevue service area.



Photo 9. Evidence of solid waste dumping/filling near the east property boundary.



Photo 10. View of oil storage at the Dodge of Bellevue dealership. The near AST contains new oil. Two waste-oil ASTs are behind (to the right of) the new oil, as is an AST of automatic-transmission fluid.



Photo 11. View of a storm-drain inlet near the northeast corner of the Dodge of Bellevue building. The image indicates the typical close proximity of service operations and storm drains. The drums visible in the background were mostly empty but contained approximately 1 to 2 inches of residual product from the spray application of truck-bed linings.



Photo 12. View of an interior floor drain in the service area at Dodge of Bellevue. Most floor drains in the service area showed evidence of oil staining but were cleaner than this one.



Photo 13. View looking west along the north side of one of the Dodge of Bellevue service bays. Note the overloaded mobile container for used oil filters and the evidence of oil staining on the floor and out the door to the right.



Photo 14. View looking west along the south side of the Dodge of Bellevue service bays. Note the staining on the pavement. Staining low on the walls and doors is also apparent, likely from water splashing oily dirt onto the vertical surfaces.

APPENDIX D
HISTORICAL RESEARCH DOCUMENTATION